

Pre-DIPCON

18-19 April 2017
Paris

2.1 (E) - Co-operation with the International Maritime Organization (IMO)

Note by the Secretariat

1. BACKGROUND: NEARLY 60 YEARS OF IALA-IMO CO-OPERATION

1.1 Consultative status at IMO

IALA shares with the International Maritime Organization (IMO) the twin objectives of improving maritime safety and the protection of the marine environment worldwide, through international co-operation and harmonization of standards and best practices.

IALA was among the first international non-governmental organizations to be granted consultative status at the IMO, in 1961, four years after the Association was formed.

Its significant input into IMO's regulatory work pertaining to the protection of safety of life at sea and the prevention of vessel-source pollution stems from its particular technical expertise in marine aids to navigation (AtoNs), i.e. marine devices, systems and services that are external to ships and are designed and operated to enhance the safe and efficient navigation of individual vessels and the expeditious and safe movement of shipping traffic.

Examples of IALA's high-profile endeavours include the unified Maritime Buoyage System (MBS), the development of the Automatic Identification System (AIS), Differential Global Navigation Satellite System (DGNSS), guidance on Vessel Traffic Services (VTS), and, more recently, the shore-based aspects of the IMO-led concept of e-navigation.

The IALA MBS is universally recognized and implemented. It is referenced in the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended (SOLAS Regulation V/13). In a similar vein, IALA's many recommendations and guidelines provide the internationally accepted rules that national Governments undertake to take into account when meeting their legal obligations under the SOLAS Convention concerning the provision of AtoNs.

The SOLAS Convention also provides the legal base for VTS (SOLAS Regulation V/12), as does the United Nations Convention on the Law of the Sea (UNCLOS), 1982. Many IALA members are principal stakeholders in VTS systems in ports and waterways around the world. From the outset, since the late 1960s, IALA has taken a leading role in the development of IMO recommendations and guidelines relating to VTS.

1.2 The IALA World-Wide Academy

IALA is increasingly involved in sharing its expertise for the purpose of capacity building and training in lesser-developed countries. Capacity building is concerned with the development and strengthening of human and institutional resources. The IALA World-Wide Academy (WWA) actively facilitates that process through technical needs assessment missions and training events for the benefit of authorities



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responsible for the provision of AtoNs and, where appropriate, the delivery of VTS, but who face considerable challenges in meeting their responsibilities.

The WWA co-ordinates its capacity-building work, where appropriate, with the IMO – through the latter's Integrated Technical Co-operation Programme – in target States and with regional organizations in key maritime regions around the world. The Academy also collaborates closely with both the IMO and the International Hydrographic Organization (IHO), as part of the United Nations' "Delivering as One" initiative and the 2030 Sustainable Development Agenda.

The better co-ordination of expertise between equal partners optimizes available resources and is also a powerful tool for the high-level delivery of a common message on maritime safety and marine environmental protection. This, in turn, benefits greater harmonization and integration of standards, which also eases the task of navigating ships in different areas around the world as mariners can have greater certainty about what standards to expect.

2. THE WAY AHEAD: EVER-CLOSER COLLABORATION BETWEEN EQUAL PARTNERS

IALA has worked in close partnership with the IMO and other intergovernmental organizations (IGOs) for decades. It wishes this collaboration to continue and grow in the interests of enhancing, world maritime safety, safeguarding the lives of mariners, and protecting the world's seas and oceans.

The WWA, on its part, contributes to this partnership by promoting IALA's internationally recognized model training courses as a key activity, alongside efforts to encourage and assist countries to establish their own training system, and open it to neighbouring countries.

At the 110th session of the IMO Council, held in July 2013, the then Secretary-General of the IMO, Mr Koji Sekimizu, said: "IALA is in the process of converting to an Intergovernmental Organization. From IMO's perspective, I believe that such a move can only serve to strengthen the co-operation that already exist between our two organizations"

2.1 UNCLOS remit

Further in this regard, IALA is mindful of the provisions of UNCLOS, which, under Article 266, requires States that are Parties to the Convention to co-operate "through competent international organizations" to promote the development and transfer of marine technology.

IALA promotes technical co-operation on all matters related to the development and transfer of expertise and technology in relation to marine aids to navigation. In this context, it is committed to keeping pace with emerging technologies, as appropriate, and working closely together with its Industrial Members and other maritime industry stakeholders around the world, as well as with national government agencies and marine aids to navigation authorities, and with other international and intergovernmental organizations. The latter include, in particular, the IMO and the IHO, and also the International Telecommunication Union (ITU) and the World Meteorological Organization (WMO).

2.2 The IMO Member State Audit Scheme

IALA is mindful of the need for technical assistance provision to many coastal States that are members of the IMO and have to prepare for compulsory audits under the IMO Member State Audit Scheme (IMSAS). IMSAS is concerned with ensuring effective implementation of IMO's existing regulatory instruments and thus contributing to greater harmonization of standards around the world. The Scheme covers, inter alia, the obligations of coastal States under the SOLAS Convention with regard to the provision of AtoNs (SOLAS Regulation V/13) and the establishment of VTS (SOLAS Regulation V/12).

The WWA is increasingly focused on enhancing training quality, as part of its role to assist countries in building capacity for the provision of AtoNs and, where appropriate, the delivery of VTS, in

accordance with international standards. The promotion of IALA's model courses is a key activity, alongside efforts to encourage and assist countries to establish their own training system, and open it to neighbouring countries, taking account of IALA guidance on accreditation of training organizations.

3. ADDRESS BY IMO SECRETARY-GENERAL

The Secretary-General of the IMO, Mr. Kitack Lim, has kindly accepted the invitation to address the Conference on the co-operation between the IMO and IALA. His CV is annexed to this paper.

4. THE CONFERENCE IS INVITED TO

- **Note** the information provided.

ANNEX

Mr. Kitack Lim

Mr. Lim was born in Masan, Gyeongsangnam-do, one of the major port cities in the Republic of Korea. He majored in nautical science at the Korea Maritime and Ocean University (KMOU), Busan, graduating in 1977. He worked on ships as a Korean naval officer and for Sanko Shipping Co. He joined the Korea Maritime and Port Administration in 1985, while continuing with further studies at the Graduate School of Administration, Yonsei University, obtaining a Master's Degree in 1990. He then studied maritime administration with a major in navigation at the World Maritime University (WMU), graduating with a master's degree. From 1995 he attended a doctoral programme for international law at KMOU, completing course work in 1998.

Mr. Lim began attending IMO meetings as part of the Republic of Korea's delegation in 1986, actively participating in maritime safety and environmental protection issues. From 1992, he engaged in activities to promote maritime safety through effective implementation of IMO conventions in his country and other IMO Member States in the Asian region. He was elected Chairman of the Tokyo Memorandum on Port State Control in 2004.

In 2006, Mr. Lim was appointed as Maritime Attaché, minister-counsellor at the Embassy of the Republic of Korea in London and led all IMO work for the Republic of Korea, serving as Deputy Permanent Representative to IMO up to August 2009.

Mr Lim was then appointed as Director General for Maritime Safety Policy Bureau at the Headquarters of the Ministry of Land, Transport and Maritime Affairs (MLTM). He led the delegation of the Republic of Korea to the IMO Assembly in 2009.

In March 2011, Mr. Lim was appointed Commissioner of the Korean Maritime Safety Tribunal (KMST). In July 2012, he assumed the position of President of Busan Port Authority.