

Elements for the future strategy of IMO in 2018-2023

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Steps to Smart Maritime Technology Solutions
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*Responsible traffic.
A joint effort.*

Contents

1. **IMO (International Maritime) Organisation**
2. **New strategy for IMO in 2018-2023**

International Maritime Organization (IMO)

- Shipping is international business -> international regulations needed.
- Regulations are negotiated and adopted in the International Maritime Organization (IMO) which is an UN body with 171 member states.
- IMO decision making is based on the majority rule i.e. consensus is not needed, but is a preference.

- IMO COUNCIL

- The Council is the executive organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization.

- 40 members elected every second year in three categories

- Finland is not a member to the IMO Council, but has recently followed the meetings.



IMO Council in 2016-2017

Category (a) 10 States with the largest interest in providing international shipping services:

China, Greece, Italy, Japan, **Norway**, Panama, Republic of Korea, **Russian Federation**, United Kingdom, United States.

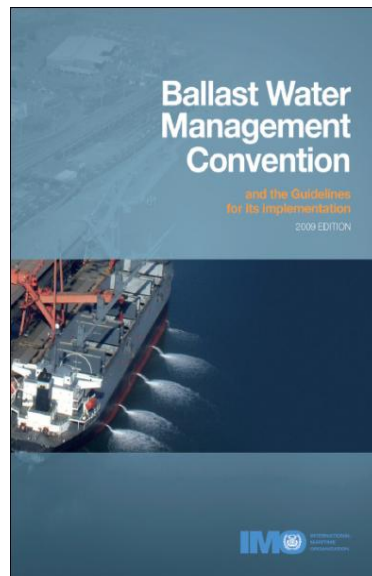
Category (b) 10 States with the largest interest in international seaborne trade: Argentina, Bangladesh, Brazil, Canada, France, Germany, India, Netherlands, Spain, **Sweden**.

Category (c) 20 States not elected under (a) or (b) above, which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world:

Australia, Bahamas, Belgium, Chile, Cyprus, **Denmark**, Egypt, Indonesia, Kenya, Liberia, Malaysia, Malta, Mexico, Morocco, Peru, Philippines, Singapore, South Africa, Thailand, Turkey.

Finland and IMO

- Trafi together with Ministry of Transport and Communication is representing Finland at IMO meetings.
- Trafi is coordinating IMO work in Finland
 - ❖ National focal points for Committees and Subcommittees
 - ❖ Increasing input in impact assessments
 - ❖ Keep stakeholders and Ministry informed.
- Finland's positions are coordinated at national and EU levels.



New Strategy for IMO in 2018-2023



Finland's view of the most significant TDCs facing the IMO and the maritime community



- IMO member states, intergovernmental organizations (IGO) and non governmental organizations (NGO) were invited to submit their views on the Trends, Developments and Challenges (TDC) to be included in the new IMO strategy for the years 2018-2023 by the end of 2015.

Stakeholder involvement

- Finnish Transport Safety Agency arranged a workshop in November 2015 to consult our shipping stakeholders (shipowners, shipyards, industry and public actors) in order to gather information on the TDCs as requested by the IMO Circular letter No.3574.
- In the discussions, three central topics clearly emerged: *digitalization and automation* in shipping, *fight against the climate change* and *smart regulation*.
- *Fight against the climate change included two measures: decrease of GHG emissions from shipping and alternative fuels.*
- These issues are to some extent intertwined, as technological development can help us to respond to challenges arising from climate change and smart regulation can in turn facilitate technological development.

New IMO Strategy for the years 2018-2023



- Minister Berner from the Ministry of Transport and Communication submitted Finland's priorities
- The core issues in the submission by Finland were as given above:
 - .1 digitalization of shipping,
 - .2 mitigation of climate change: decrease of GHGs and alternative fuels and
 - .3 smart regulation that take into account recent developments in technology.
- These were collected from the outcome of the stakeholder event arranged by Trafif and the present Governmental Program of Finland.
- On the basis of the submissions the IMO Secretariat together with the Canadian consultant (Michael Brazukas) made an assessment, which was further discussed in an intersessional IMO Council WG in July.
- The results from the WG were discussed further in the 116 Session of the Council, which was back to back to the WG.

List of developments and challenges submitted by 2015 and discussed further in WG in July 2016



1. Development and review of IMO regulations
2. Assessing the effectiveness of IMO regulations
- 3. Improving the IMO's working practices**
4. Uniform Implementation
5. Reduction of administrative burdens
- 6. Electronic transmission of information, including electronic certificates**
7. Single Window Approach
8. Security
9. Infrastructure facilities
10. Safe ship operation and navigation
11. Utilization of big data
12. Automation and remote operations
13. Cybersecurity
14. Hydrographic surveys and nautical chart
15. Ship design and ship building
16. Propulsion systems and alternative fuels
17. Marine pollution
- 18. Air pollution and energy efficiency**
19. Emerging environmental developments
20. Crewing and fatigue
21. Seafarer demand and possible manpower gap
- 22. Seafarer education and training**
23. Sustainable development of activities in the marine space
24. Participation in and coordination with UN initiatives

Establishment of six small groups to discuss the 24 developments and challenges

Does the development fit with the IMO mission areas?
If so, how?

Does the development significantly impact the Member States?
If so, how?

Is the development likely to occur in the next six-year period?
If so, when?

If IMO were to address the development, would it be able to make a significant difference? If so, how?

Summary table of discussions listed into three categories – significant/some/limited impact

IMO has Significant impact in

1. Development and review of IMO regulations
2. Assessing the effectiveness of IMO regulations
3. Improving the IMO's working practices
4. Uniform Implementation
5. Reduction of administrative burdens
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Work shop and Council 116 meeting in July 2016

- Finland's initiatives were taken quite well in the WG.
- Digitalization and due chances and amendments to the IMO regulations were supported by technology countries.
- Mitigation of climate change was supported by a large number of member states, IGOs and NGOs.
- IMO Council in its 116 session adopted the outcome of the WG with some elaborations.
- The Council decided that the preparatory drafts of **the vision statement** and the **strategic directions** would be developed by the Secretariat and the external consultant, and that **a working group would be established during C 117 to finalize the vision statement and the strategic directions** for submission to C 117 with a view to approval.
- In the next session of the IMO Council 117 will take place in 4-8 December 2016.

WHAT NEXT?
IMO COUNCIL 117 and the WG
4-8 December 2016



DRAFT MISSION AND VISION STATEMENTS AND STRATEGIC DIRECTIONS FOR THE ORGANIZATION FOR THE SIX-YEAR PERIOD 2018-2023



MISSION STATEMENT

The mission of the International Maritime Organization (IMO), as a United Nations specialized agency, is to promote safe, secure, environmentally sound, efficient and sustainable shipping through cooperation. This will be accomplished by adopting the highest practicable standards of maritime safety and security, efficiency of navigation and prevention and control of pollution from ships, as well as through consideration of the related legal matters and effective implementation of IMO instruments, with a view to their universal and uniform application.

Draft VISION STATEMENT

The draft Vision Statement details what the overall direction for the Organization for the years 2018-2023 will be. The Vision Statement is intended to outline the desired future state of the Organization once the Strategic Directions (SDs) have been achieved as well as the main actions to achieve it.

The Vision Statement is intended to ensure that despite global changes, the aim of IMO is to ensure that international shipping remains fit-for-purpose and adapts to changes, i.e. technology, world trade and sustainable development.

To do this, increased efforts related to implementation and application of global rules are needed, as is the need for IMO to proactively respond to emerging issues and changes to remain relevant.

The vision for the International Maritime Organization for the period 2018-2023 is:

.1 IMO will enable the advancement of shipping in view of changes in technology, world trade and global actions on sustainable development, and contribute to the greater recognition of the sector's importance among the global community.

.2 To achieve this, IMO will focus on implementation of IMO instruments by Member States and the industry and proactively identify, analyze and address emerging issues, thus maintaining its role as the global regulator of international shipping.

CONTEXT FOR THE ORGANIZATION'S STRATEGIC PLAN 2018-2023

- The Strategic Plan identifies the Strategic Directions on which particular focus will be placed in the 2018-2023 period.
- **IMO's organs will continue to perform its core work, including its capacity-building and technical cooperation activities, whilst maintaining the system of global maritime legislation and preserving the level playing field for all States involved in international shipping.**
- IMO will continue to ensure that the views of all relevant stakeholders are taken into account in its decision-making processes.
- The safety and security of life at sea, protection of the environment and the world's trade depend on the professionalism and competence of people.
- IMO will thus always attach **the utmost importance to education and training, as well as the promotion of gender equality and the empowerment of women.**

CONTEXT FOR THE ORGANIZATION'S STRATEGIC PLAN 2018-2023, continues

- As a specialized agency of the United Nations, **IMO has an important role to play in achieving the 2030 Agenda for Sustainable Development (2030 Agenda).**
- The adoption of the 2030 Agenda, including its **17 Sustainable Development Goals (SDGs)** and 169 targets, marks a historic agreement among the 193 United Nations Member States to forge a sustainable pathway of action for people, the planet and prosperity.

TDCs (25)

Trends, Developments and Challenges

- 4. Uniform Implementation
- 2. Assessing the effectiveness of IMO regulations
- 9. Infrastructure facilities
- 11. Utilization of big data

- 10. Safe ship operation and navigation
- 16. Propulsion systems and alternative fuels
- 12. Automation and remote operations
- 13. Cybersecurity

- 14. Hydrographic surveys and nautical chart

- 19. Emerging environmental developments
- 15. Ship design and ship building

SDs (7)

Strategic Directions



SD1. Improve Implementation

SD2. Integrate new technologies in the regulatory framework

TDCs

Trends, Developments and Challenges

- 16. Propulsion systems and alternative fuels
- 18. Air pollution and energy efficiency
- 19. Emerging environmental developments

- 17. Marine pollution
- 24. Participation in and coordination with UN initiatives
- 23. Sustainable development of activities in the marine space

- 13. Cybersecurity
- 6. Electronic transmission of information, including electronic certificates
- 7. Single Window Approach
- 8. Security
- 9. Infrastructure facilities

SDs

Strategic Directions

SD3. Respond to climate change

SD4. Engage in ocean governance

SD5. Enhance global facilitation of international trade



TDCs

Trends, Developments and Challenges

- 1. Development and review of IMO regulations
- 2. Assessing the effectiveness of IMO regulations
- 11. Utilization of big data
- 5. Reduction of administrative burdens
- 3. Improving the IMO's working practices

- 11. Utilization of big data
- 3. Improving the IMO's working practices

SDs

Strategic Directions



SD6. Ensure regulatory effectiveness

SD7. Ensure organizational effectiveness

STRATEGIC DIRECTIONS to be discussed in C117



SD 1: Improve implementation

SD 2: Integrate new technologies in the regulatory framework

SD 3: Respond to climate change (Paris Agreement + SDGs)

SD 4: Engage in ocean governance

SD 5: Enhance global facilitation of international trade

SD 6: Ensure regulatory effectiveness

SD 7: Ensure organizational effectiveness

The next steps...

- Once the **Vision Statement** and the **Strategic Directions** are approved by the Council, **the committees and sub-committees should align their outputs to the new Strategic Directions**, bearing in mind that outputs can be strategic or represent core work of the Organization.
- It is suggested that the Secretariat prepares a first draft of the alignment of the outputs for the sub-committees' and committees' consideration, in line with the usual practice;
- Revised guidance should be available in conjunction with the adoption of the **new strategic framework at the end of 2017**, as the current Document on Application of the **Strategic Plan** and the **High-level Action Plan (A.1099(29)) has to be adjusted to the new strategic framework**.

Thank you for your attention!



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