OECD WORKSHOP ON MARITIME TRANSPORT

QUALITY SHIPPING AND THE MINISTERIAL CONFERENCE ON TRANSPORT

Presentation by Tomohiro Innami, Ministry of Land, Infrastructure and Transport, Japan

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Contact: Division of Transport, Mr. Danny Scorpecci. tel: +33 1 45 24 94 33; fax: +33 1 44 30 62 57; e-mail: danny.scorpecci@oecd.org or Mr. Wolfgang Hübner, tel: +33 1 45 24 91 32; e-mail: wolfgang.hubner@oecd.org
Today, I will briefly explain the relationship between Quality Shipping and the Ministerial Conference on Transport that was held in Tokyo last January.

At this Conference, sub-title of which was “Cleaner Sea through Quality Shipping”, an action plan was agreed in order to eliminate sub-standard shipping and to promote quality shipping.
At first, I would like to review the outline of Quality Shipping.

As you may know;

Traditionally, various measures related to ensuring maritime safety and protecting the marine environment have been taken mainly by Governments and IMO.

However, sub-standard shipping has been increasing and serious accidents involving tankers and bulk carriers are continuing to occur.

This is why the Quality Shipping Campaign was started in Europe during the latter half of the 90s. The campaign has now spread worldwide.

I understand co-operation between governments and relevant industries is essential for the success of this campaign.
This illustration describes the relationship between Quality Shipping and the Ministerial Conference on Transport.

The left hand side shows key measures for attaining Quality Shipping, which include a (set) “Chain of responsibility”, “Transparency” and “Incentive scheme”. On the right hand side you can see the measures traditionally used by IMO and governments, which include the establishment of standards and ensuring their implementation.

Common objectives are eliminating sub-standard shipping and promoting quality shipping. The ultimate goal is for “Safer Seas and Cleaner Oceans”.

The Ministerial Conference discussed specific measures and developed an action plan for achieving this ultimate goal. The action plan features measures for participation by both industry and government.
Ministerial Conference on Transport

- Took place in Tokyo on January 15th-16th, 2002
- Participation by 20 countries, the EC and the IMO
- Main theme: Environmentally Friendly Transport

- Agenda items:
  - Prevention of marine pollution
    - "Cleaner Sea through Quality Shipping"
  - Urban transport and the environment
  - Development and Promotion of Environmentally Friendly Vehicles

- "The Ministerial Statement on the Prevention of Marine Pollution" and "Action Plan" was agreed.
The action plan agreed on in the Ministerial Conference comprises of seven specific actions.

Together these will help to eliminate sub-standard ships and to award quality ships, and then to enhance maritime safety and prevent marine pollution.

Due to my limited time for this presentation, I will explain on the first three actions.
Firstly, I would like to talk about the establishment of the IMO audit programme.

This programme is similar in nature to the ICAO scheme. But it would be implemented voluntarily at first, and then, hopefully, would be expanded to apply to all flag States.
This is the rough idea of how the IMO audit programme works.

Looking at the left hand side, you can see that the IMO will send an audit team to each of flag States that have agreed to be assessed. The audit team will draft summary report from their assessment after consulting with the state. Some parts of the summary report may be open (to outside examination).

The important aspect of this process is feedback generated to flag States with recommendations on how to improve their performance.

On the right hand side, you can see the schedule for implementing this programme.

The IMO Council has already approved, in principle, the concept of the IMO Audit Programme implemented on a voluntary basis.

Further consideration of the matter, including the issue from a capacity building point of view, will be carried out by appropriate bodies at IMO.

We think the target year for starting “Model Audit Scheme” on a voluntary basis is 2004.

And then some years after, the IMO Audit Programme will start.
This slide shows an outline of how incentive schemes will be promoted.

The overall aim is to reward qualified ships through favourable treatments such as Green Award, Qualship21.

The concept behind the incentive scheme is as follows:

If a ship voluntarily satisfies a certain global standards, for example maintaining a good PSC record, or meet the requirements of the MARPOL VI which has not come into effect, then some reward would be given. This may be in the form of a reduction in port fees and/or tonnage taxes, or an extension of time between PSC inspections.

Japan believes that the promotion of incentive schemes worldwide will help to expand the principles of the quality shipping campaign.
Lastly, I would like to mention about the promotion of ship information databases. This will be done mainly through EQUASIS.

The aim is to improve ship information transparency so that sub-standard ships would not be used.

Outline of EQUASIS is as follows.
In conclusion, Japan considers that co-operation between the industry and government is essential to achieve safer seas and cleaner oceans through quality shipping.
Before closing my presentation, I would like to mention about the role of OECD, in particular, the Maritime Transport Committee (MTC), relating to maritime safety and marine environmental problems.

Taking into account the current condition in which reduction of budget and personnel is required at respective international organizations, we need to avoid overlap and duplication between the role of IMO and OECD.

Therefore, since at IMO primarily technical measures have been considered, OECD should concentrate on economic measures such as incentive schemes for quality ships etc., rather than discussing the same points at IMO.