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- ITCP – Rationale, Mandate
- ITCP in the Caribbean
- Overview of the region
- High-Level Symposium
- Senior Maritime Administrators Workshop

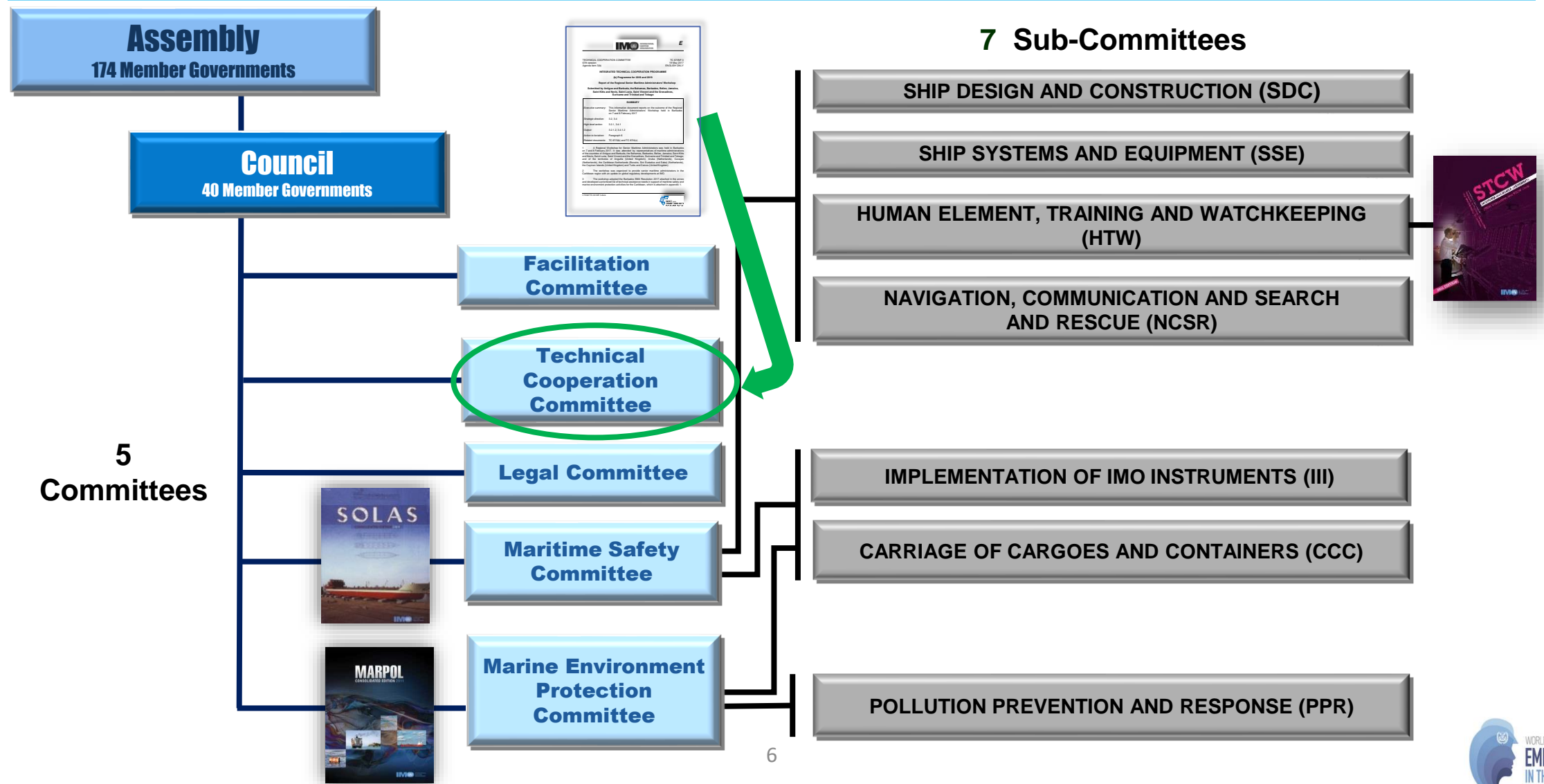


- Many developing countries cannot yet give full and complete effect to IMO's instruments
- Established an Integrated Technical Cooperation Programme (ITCP)
- By fostering capacity-building in the maritime sector, the ITCP helps countries to ensure safe, secure and effective shipping services and protect their waters and coasts from the environmental degradation caused by ships and other maritime-related activities
- IMO's technical cooperation programme contributes, therefore, to sustainable socio-economic development

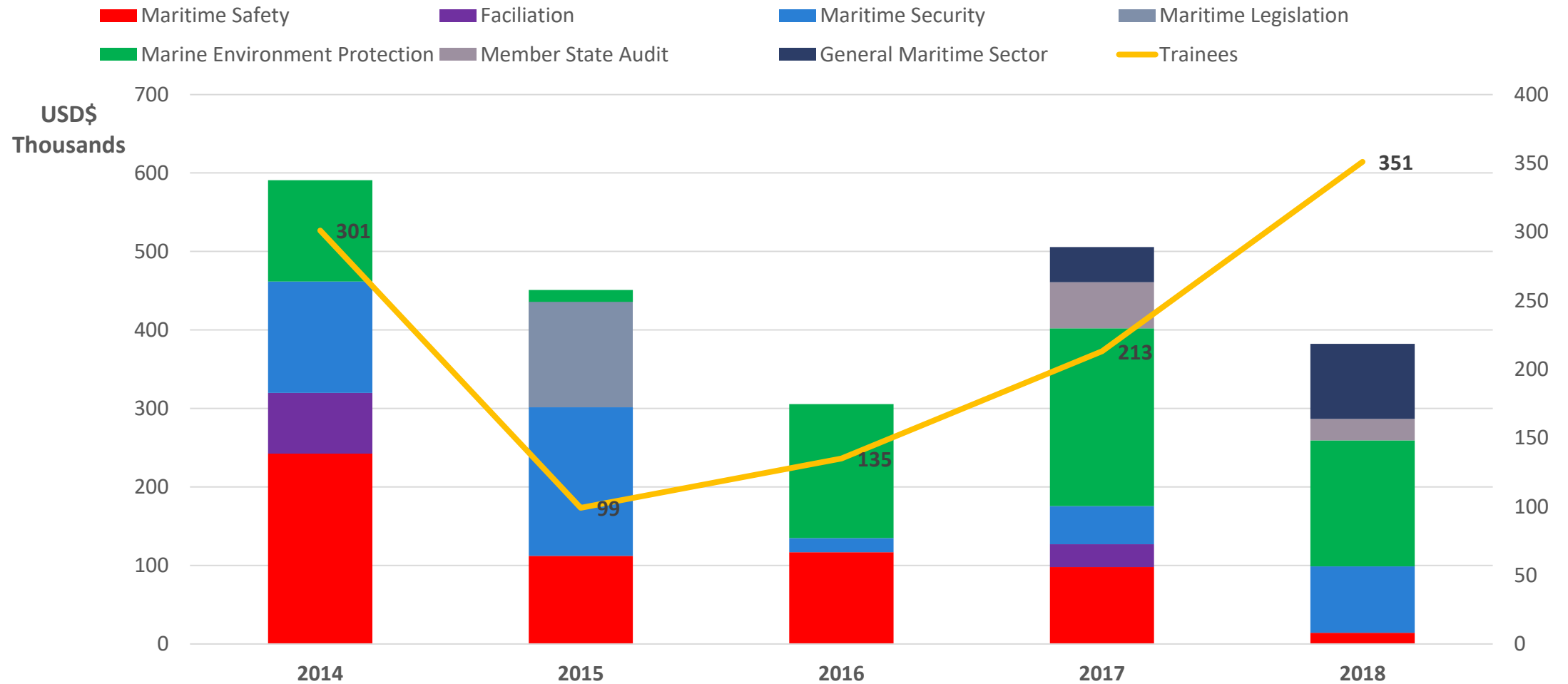
- Office of the Regional Maritime Adviser for the Caribbean
 - Established by CARICOM in 1985
 - Funded by IMO from 2000
 - Hosted by the Government of the Republic of Trinidad and Tobago
 - Supports 14 IMO Member States and 16 Dependent Territories

- Primary role in the region:
 - Identify technical assistance needs and priorities
 - Facilitate the delivery of technical assistance activities in the region
 - Identify, establish and maintain partnerships with governmental and non-governmental institutions, civil societies and the private sector in the region that deal with IMO and other maritime matters
 - Represent IMO at national and regional meetings

ITCP in the Caribbean



ITCP in the Caribbean – Expenditure



ITCP in the Caribbean – Achievements

- IMO has successfully provided maritime assistance to all member States in the region in all its fields of competence
- Preparation of regional strategies for maritime safety, marine environment protection, modernization of maritime legislation, and facilitation of international maritime traffic
- Assistance in the development of search and rescue plans and training of personnel to operate them
- Facilitated the development of the Caribbean Cargo Ship Safety Code (CCSS Code), the Code of Safety for Small Commercial Vessels operating in the Caribbean Sea (SCV Code) and its continued review

ITCP in the Caribbean – Achievements

- Preparation of model maritime legislation that countries can adapt to their circumstances
- Assisted the establishment of the Caribbean Memorandum of Understanding on Port State Control (CMoU) and the Women in Maritime Association, Caribbean (WiMAC)
- Development of national and regional contingency plans and related training courses for marine pollution preparedness and response in partnership with Governments and the oil industry at national, regional and international level

ITCP in the Caribbean – Achievements

- As at 2018:

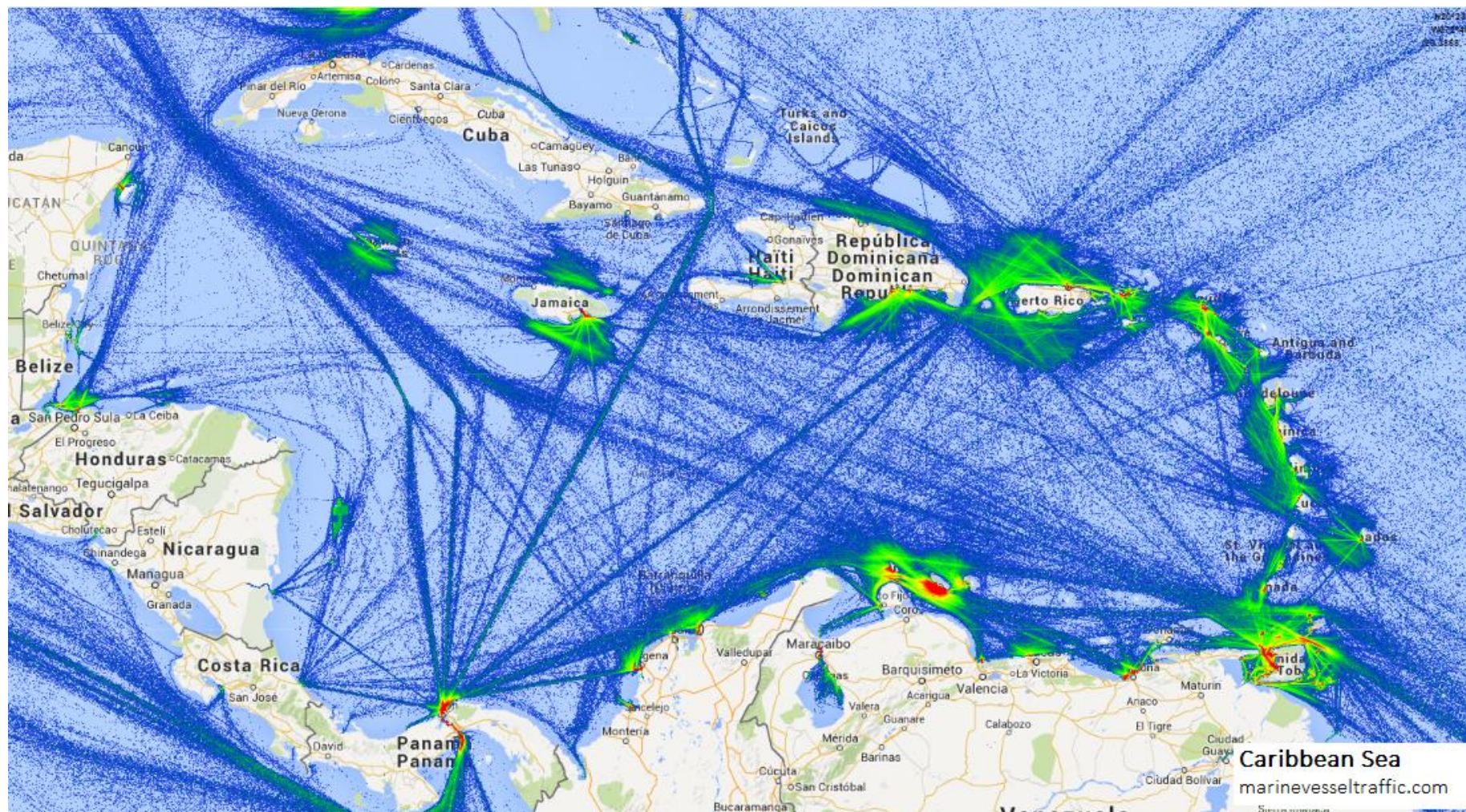


- World Maritime University (WMU), located in Malmö, Sweden. This success is the fruit of an efficient partnership between IMO, Governments and donors (37% female graduates of 137 from the Caribbean)
- IMO International Maritime Law Institute (IMLI), located in Valletta, Malta (68% female graduates of 50 from the Caribbean)



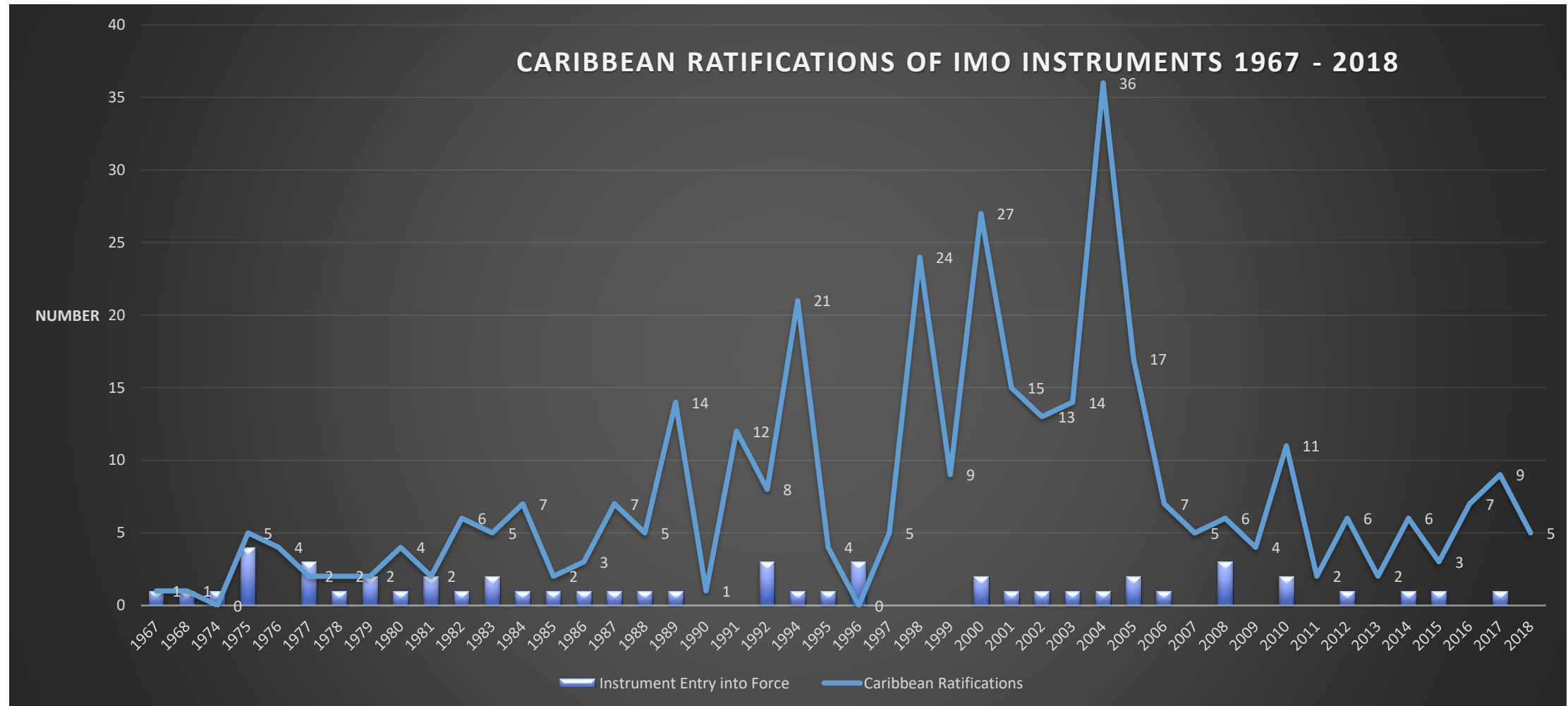
- All 14 States have port, flag and coastal State responsibilities, except one which has no ships flying its flag
- Registries in the region – 5.2% in number of ships and about 5.6% in tonnage
- Over 35% of world cruise shipping occurs in the Caribbean
- Caribbean sea is one of the world's great shipping routes

Overview of the region



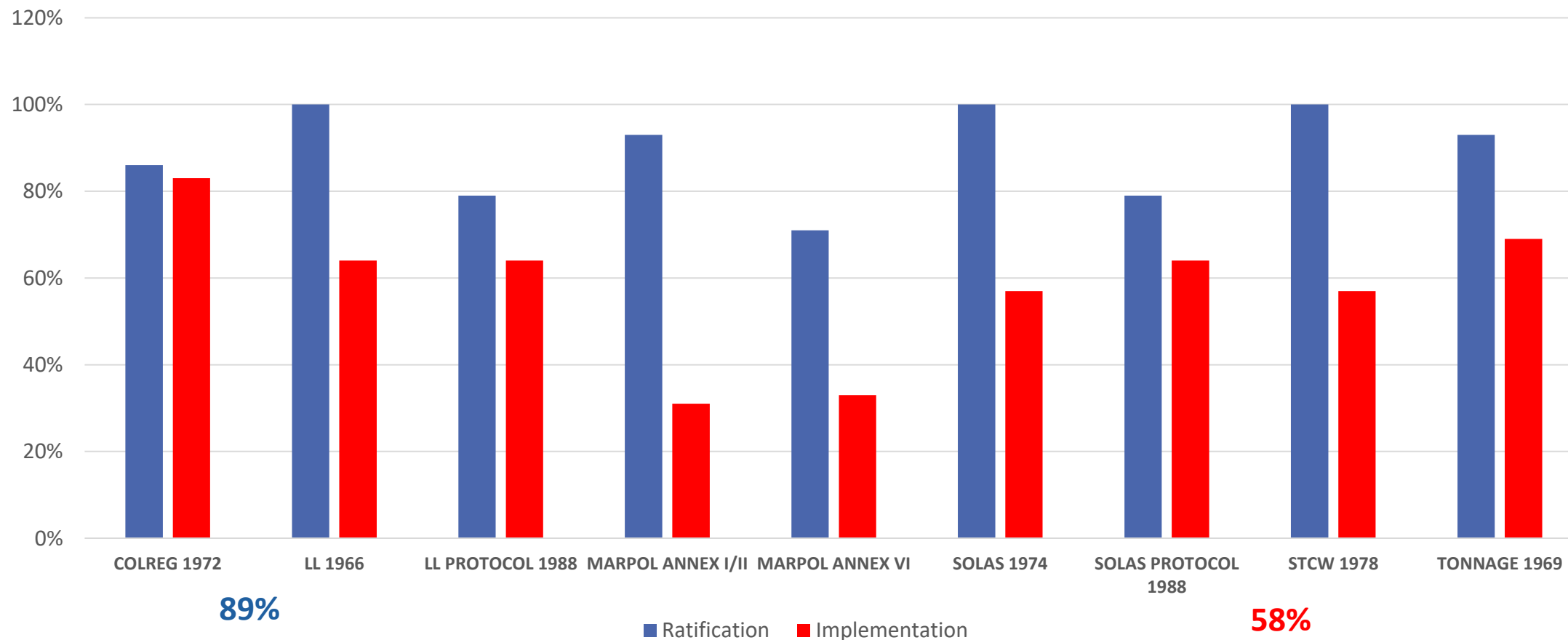
- 7 States audited at the end of 2017; 5 at the end of 2018; 2 scheduled in 2019
- Established, formal, maritime administrations are limited in number
- 3 WMU and 2 IMLI students graduate per year, on average
- Large number of ships which are not covered by IMO Instruments
 - Two regional safety codes developed, CCSS and SCV Codes

Overview of the region – Ratification



Overview of the region – Mandatory Instruments

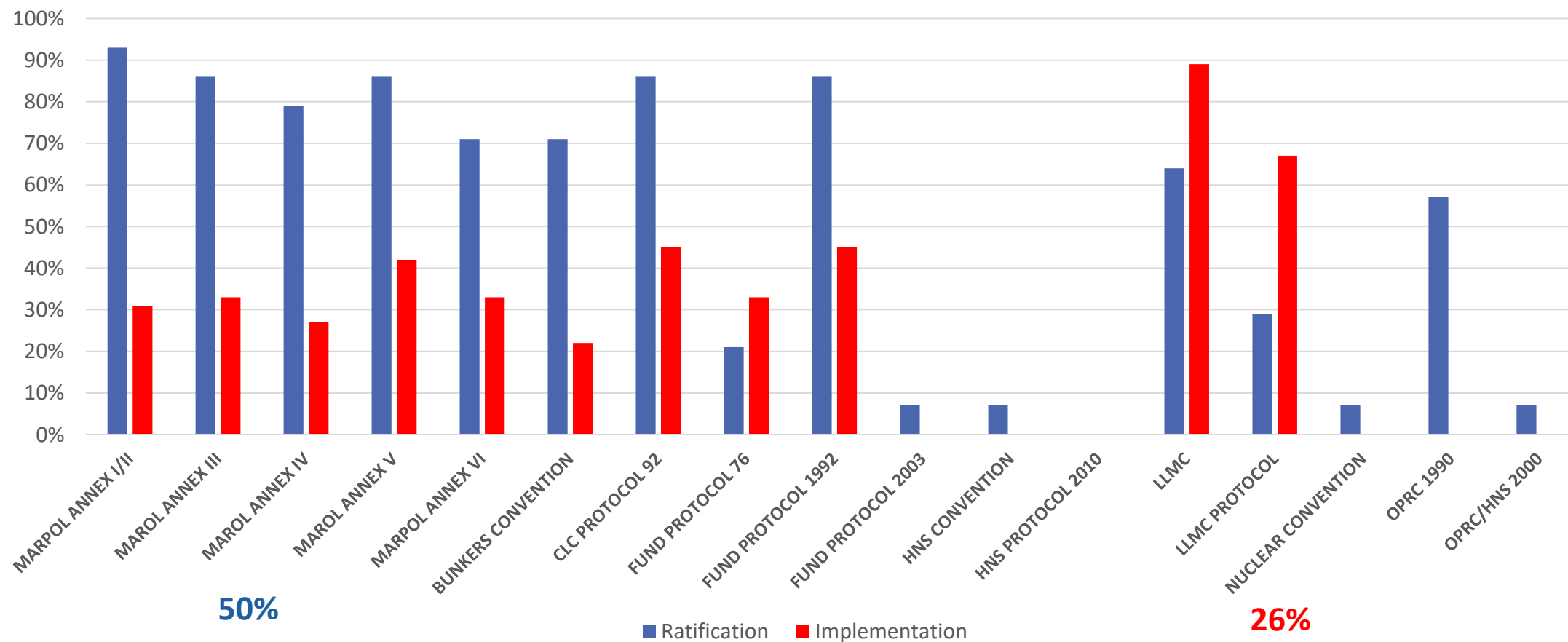
Comparative Ratification/Implementation of the Mandatory Instruments



Overview of the region

Marine Pollution Prevention & the Liability Instruments

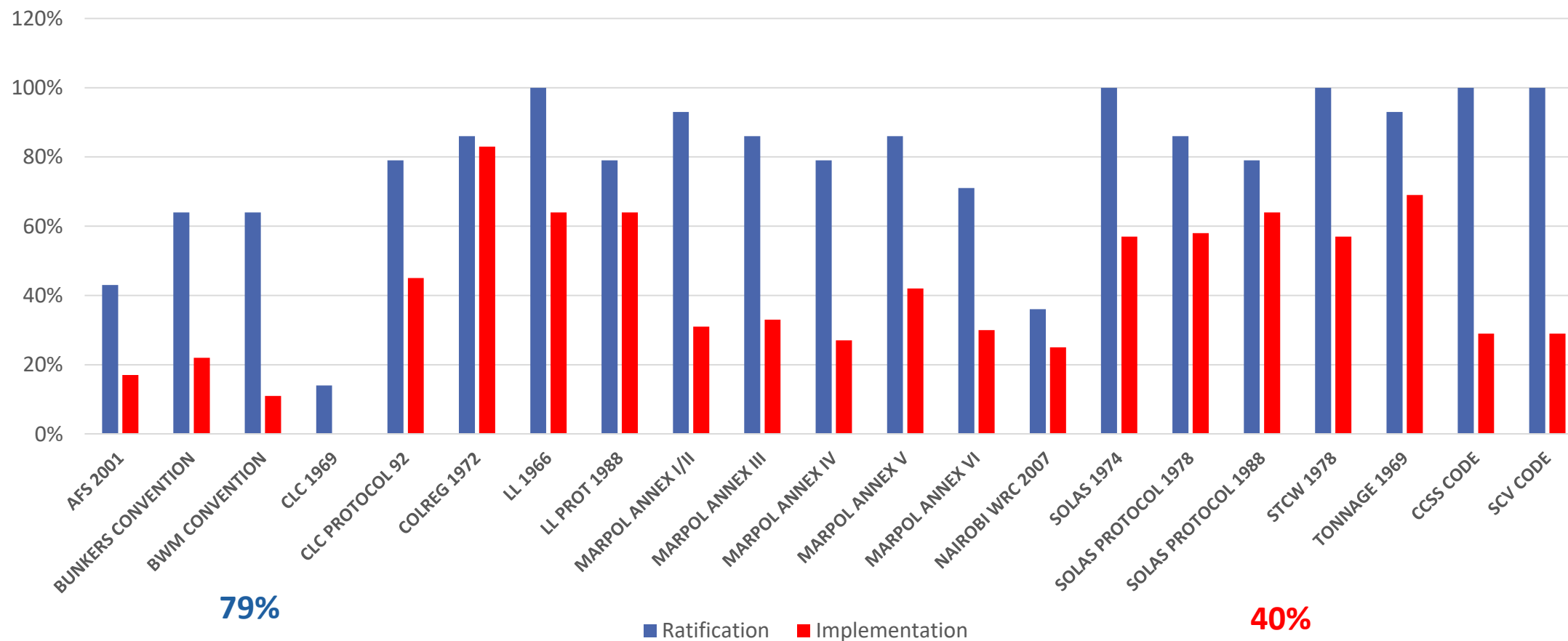
Comparative Ratification/Implementation of Marine Pollution & Liability Instruments



Overview of the region

IMO Related CMoU Instruments

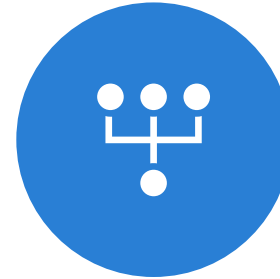
Comparative Ratification/Implementation of IMO Related CMoU Instruments



Challenges



Marine environment protection legislation requires multi-agency coordination



Rejection of the tacit procedure *“Alam Selarus v Diamond Cay”*



Maritime lawyers with sound knowledge of IMO conventions but less experience in legislative drafting and experienced legislative drafters with no or little knowledge of maritime law and IMO conventions



Lack of clear and articulate drafting instructions (so called “policy instructions”) also appeared to be a hindrance to legislative drafters in carrying out their work in implementing IMO instruments



Increasing collaboration among states to build on efforts at the local, national and regional levels to improve the appreciation/understanding of the value of the Blue Economy



Encouraging the full and active involvement of all actors including the private sector in the development of the Blue Economy and advancement of SDG 14 as well as the gathering, sharing and analysis of data in order to inform policies that will enable this development



Continuing to enhance the full and effective implementation of the IMO and ILO instruments related to maritime safety and security, marine environment protection, facilitation of maritime traffic, the human element and living and working conditions on board ships; and in particular the full implementation of the response, liability and compensation regimes as well as the **MARPOL Convention**, ensuring, among other things, the provision of adequate waste reception facilities

High Level Symposium – Ministers Committed to:



Providing, as far as reasonably possible, the necessary means and support at the national and regional levels for adequate marine environmental research, monitoring and evaluation, in order to maintain the ecological integrity of the marine and coastal waters of the Caribbean Sea given its critical socio-economic, and environmental importance to Member States



Enhancing the enabling environment for non-party stakeholders to participate in maritime climate action and that Maritime Transport is included in National climate change policies and more specifically included in the Nationally Determined Contributions (NDCs)

High Level Symposium – Ministers Committed to:

High Level Symposium – Ministers

Recognized the importance of giving full and complete effect to IMO and ILO Instruments and Regional Safety Codes by the timely promulgation of national maritime legislation

Endorsed the creation of a working group of maritime administrators that will support the development of the blue economy

- Invited IMO to consider:
 - facilitating the increased delivery of national or regional workshops and/or training courses for legal drafters as well as their inclusion in such activities
 - the delivery of a regional workshop or forum on maritime security considering the emerging cyber security threats and the level of vulnerability of the region to such threats

- Invited CARICOM to:
 - advise the terms of reference for Directors of Maritime Affairs of each Member State to meet frequently with the intention of coordinating and presenting a holistic approach to addressing the maritime safety and security issues of the Community
 - consider the implementation of appropriate legal mechanisms and resources to ensure national maritime legislation remains current taking into consideration the rapid amendment of international maritime instruments to which States are party

Senior Maritime Administrators

- Invited Caribbean States to:
 - urge policy makers in the region to place a higher priority on the implementation of IMO Instruments, to which they are party, in their national legislation with particular reference to MARPOL and the Liability and Compensation Instruments
 - consider the establishment of a CARICOM/OECS Maritime Legislative Committee/Forum to assist countries with updating their legislative framework
 - continue the development of a Regional Maritime Transport Plan to ensure more effective compliance with, and enforcement of, international rules throughout the region taking into account IMO's support for the development of such plans and the Revised Treaty of Chaguaramas

- Invited Caribbean States to:
 - continue the development of a regional casualty/incident investigation database and encourage maritime administrations to report casualties, accidents and incidents related to vessels of <24 metres
 - consider the establishment of concessionary rates for the delivery of maritime education and training
 - pursue the inclusion of maritime emissions reduction strategies in national climate change policies and to implement the MTCC Caribbean data collection process at the earliest opportunity
 - implement the regional strategic action plan to minimize the transfer of harmful aquatic organisms and pathogens in ships' ballast water and sediments in the Wider Caribbean Region (WCR)

- Invited Caribbean States to:
 - further the development and finalization of their Oil/HNS spill national contingency plans and encourage the littoral States of the Caribbean Sea to join the Caribbean Island OPRC Plan
 - implement a mechanism to utilize a joint approach to representation at IMO meetings
 - request the IHO to assist in the establishment of a national framework for hydrographic services in order to meet the mandatory obligations of SOLAS Chapter V - Regulation 9 and research the feasibility of the establishment of a regional hydrographic office

A Major Resource

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