



COUNCIL
90th session
Agenda item 30

C 90/30/Corr.1
27 March 2003
ENGLISH ONLY

INTERNATIONAL MARITIME PRIZE

Note by the Secretariat

Please replace annex 3 with the attached.

ANNEX 3

Department
for Transport

BRIAN WADSWORTH
DIRECTOR

LOGISTICS AND MARITIME
TRANSPORT
Zone 2/25a (2nd Floor)
Great Minster House
LONDON SW1P 4DR

Tel: +44 (0) 20 7944 2750
Fax: +44 (0) 20 7944 2759
email: brian.wadsworth
@dfi.gsi.gov.uk

~~EXCERPT IN CONFIDENCE~~

The Secretary-General
International Maritime Organization
4 Albert Embankment
LONDON SE1 7SR

10 January 2003

Dear Bill,

I refer to Circular Letter No 2359 of 21 January 2002 inviting nominations for the International Maritime Prize for 2002.

It gives me great pleasure to submit, on behalf of the Government of Great Britain and Northern Ireland, the candidature of James Francis Wall (Frank Wall) for the International Maritime Prize 2002.

Frank joined the Department for Transport's Shipping Policy Division in 1986, a position from which he has represented the United Kingdom on the IMO's Legal Committee, Council, Assembly and on the International Oil Pollution Compensation Fund. He currently heads one of the Department's Shipping Policy Divisions where his responsibilities include policy on the United Kingdom shipping industry, maritime safety, pollution from ships, search and rescue, pollution response and maritime law matters such as liability, compensation and salvage.

In the recent past Frank chaired the MSC's Maritime Security Working Group culminating in the Diplomatic Conference last December. The success of the Conference was due in no small measure to Frank's drive, fair-mindedness, leadership and professional delivery.

I would like to add my own gratitude for Frank's hard work all year in delivery of a system which I am confident will be both workable and global.

I enclose the completed nomination form and a summary of Mr Frank Wall's curriculum vitae.

*Best wishes,
Brian*

BRIAN WADSWORTH

NOMINATION OF CANDIDATE FOR THE INTERNATIONAL MARITIME PRIZE, 2002

THE GOVERNMENT OF: The United Kingdom of Great Britain and Northern Ireland
(Name of country)

OR

THE
(Name of organization)

hereby nominates Mr James Francis Wall, (Frank Wall) Chairman of the Maritime Safety Committee's Security Working Group and of the associated Diplomatic Conference in December 2002 and for representing the United Kingdom at IMO for over twenty years for the International Maritime Prize, 2002.

The following statement is submitted in support of the candidature:

Please see attached summary of the curriculum vitae for Mr Frank Wall.

For and on behalf of the Government of The United Kingdom of Great Britain and Northern Ireland or (Name of organization)

Signed:  Date: 10.01.03

Name: BRIAN WADSWORTH

Designation: DIRECTOR, LOGISTICS & MARITIME TRANSPORT

Official seal (where appropriate):

Summary of the Curriculum Vitae of:

**James Francis Wall
Shipping Policy Division
UK Department for Transport**

Frank Wall started his work in IMO in 1986, and represented the UK as an active participant at Council, Assembly, and Legal, FAL and TC Committees. He also represented the UK at the IOPC Fund. Initially his work primarily focused on Council and Legal Committee and he contributed directly to the negotiations which led to the conclusion of the SUA Convention, and associated Protocol, in 1988 and the Salvage Convention in 1989. Following the loss of the *Herald of Free Enterprise* in 1987 he was a member of the UK team at MSC and the related MSC sub-committees. He also played a prominent role in the negotiation of the 1990 Athens Protocol on passenger liability.

Following the *Exxon Valdez* he was a member of a small team which lobbied, eventually unsuccessfully, in Washington for United States ratification of the draft 1984 revisions to the Civil Liability and Fund Conventions. Once it became clear that the US would not proceed to ratify the 1984 revisions Frank worked with others to ensure the continued viability of the IMO oil pollution liability and compensation system leading directly to adoption of the CLC and Fund Protocols in 1992. In 1990 he had worked in MEPC on the drafting of the OPRC Convention. He also participated in the early negotiations which led to the eventual adoption of the HNS Convention in 1996 and the LLMC Protocol in 1989.

Following the loss of the *Braer* in 1992 and subsequent *Sea Empress* incident in 1996 he ensured that the relevant recommendations from the investigations and inquiries following those accidents were brought to the relevant IMO Committees for consideration and decision. He also ensured that the lessons and recommendations following the deep sea survey of the *Derbyshire* in 1987 and the subsequent re-opened inquiry were brought immediately to IMO and ensured that the necessary strategic direction and funding were available to undertake both the model testing and parts of the International FSA which is currently being considered by MSC.

Following the loss of the *Estonia* he worked with Tom Allan as part of the UK team that negotiated the 1995 SOLAS amendments on ro-ro ferry safety and subsequently worked, again with Tom Allan, to secure the Stockholm Agreement which was allowed for under a Conference Resolution linked to the 1995 SOLAS amendments. He subsequently chaired a small MSC Contact Group which drafted the criteria for mandatory reporting.

In February 2002 Frank was selected to Chair the Intersessional Working Group on Maritime Security and he subsequently chaired one further Intersessional meeting and two MSC Maritime Security Working Group meetings as well as several formal and informal meetings to move the security agenda forward. He was elected as Chairman of the Committee of the Whole for December's Diplomatic Conference and following the earlier work and the work of his Committee and the Drafting Group it was possible to deliver clean texts for the SOLAS amendments and for both parts of the new ISPS Code which were adopted by the Conference. His personal commitment and approach to this task were significant and unyielding. Though he will always acknowledge that it was a team effort, he always led the team from the front.

Frank has always fought his corner in IMO, fundamentally believing, whatever the competing pressures, that IMO is the appropriate forum for the setting of international standards. While he has more often than not represented the UK interest he has always recognised the need to ensure the widest acceptance of measures that are intended to improve maritime safety and security and the position of those who may suffer loss or damage following a marine accident. His personal commitment to these ends has been demonstrated throughout the many years he has worked in IMO and most notably through his work on maritime security undertaken between February and December 2002.
