



COUNCIL  
90th session  
Agenda item 34

C 90/34/Add.1  
11 February 2003  
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## APPOINTMENT OF THE SECRETARY-GENERAL

### Note by the Secretary-General

#### SUMMARY

*Executive summary:* This document concerns the nomination of Mr. Magnús Jóhannesson by the Ministry for Foreign Affairs of Iceland, to the position of Secretary-General of the Organization.

*Action to be taken:* Paragraph 2

*Related documents:* C 89/30, C 90/34

1 Further to the information provided in document C 90/34, annexed to this document is a Note Verbale dated 17 January 2003 and attachments from the Ministry for Foreign Affairs of Iceland nominating Mr. Magnús Jóhannesson to the post of Secretary-General, which was forwarded to the Secretary-General by His Excellency the Ambassador of Iceland on 4 February 2003.

#### Action requested of the Council

2 The Council is invited to take note of the information in this document and any subsequent addenda and to decide accordingly.

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## ANNEX

MINISTRY FOR  
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The Ministry for Foreign Affairs of Iceland presents its compliments to the Secretary-General of the International Maritime Organization and, with reference to the latter's Note, dated 19 December 2002, has the honour to inform that the Government of Iceland has decided to present the candidature of Mr. Magnus Johannesson, Secretary-General of the Ministry for the Environment, to the post of Secretary-General of the International Maritime Organization.

Before joining the Ministry for the Environment in 1992, Mr. Johannesson served for fourteen years in the State Directorate of Shipping, the National Administration for Safety at Sea and Protection of the Marine Environment. Mr. Johannesson was Deputy State Director of Shipping 1982-1984 and State Director of Shipping from 1985 to 1992. He has represented Iceland in a number of international fora and has extensive experience in international negotiations. Mr. Johannesson's *Curriculum Vitae* is attached to this Note, as well as an *Aide Memoire* concerning Iceland's relations with the IMO and Iceland's position with regard to various relevant issues.

The Ministry for Foreign Affairs of Iceland avails itself of this opportunity to renew to the Secretary-General of the International Maritime Organization the assurances of its highest consideration.

Ministry for Foreign Affairs  
Reykjavík, 17 January 2003

A handwritten signature in black ink, appearing to be 'SJB', written over a circular stamp.

The Secretary-General of the International Maritime Organization

L o n d o n

**Mr. Magnús Jóhannesson**  
**Curriculum Vitae**



Magnús Jóhannesson has been the Secretary General of the Ministry for the Environment of Iceland since 1992, having served as Personal Assistant to the Minister for the Environment (a political appointment) from 1991 to 1992. Before joining the Ministry for the Environment, he served for 14 years in the State Directorate of Shipping, the National Administration for Safety at Sea and Protection of the Marine Environment and he was State Director of Shipping from 1985 to 1992 and Deputy State Director of Shipping from 1982 to 1984.

He has extensive experience in management, and in establishing and reforming organizations and developing strategies. He has been instrumental in building up the Ministry for the Environment, which was established in 1990, and led the work of Iceland's first Sustainable Development Strategy in 1993.

He has represented Iceland in various forums dealing with Safety at Sea and Environmental Protection, including the International Maritime Organization (1984-1991), London Dumping Convention (1980-1985), Oslo and Paris Commissions (1982-1986), United Nations Conference on Environment and Development (1991-1992), United Nations Commission on Sustainable Development (1993-1999; Vice-Chairman, 1995-1996) and the United Nations Environment Programme (since 1997).

Mr. Jóhannesson has extensive experience in international negotiations, in particular in relation to the protection and preservation of the marine environment. He was Co-Chairman of the Intergovernmental Review Meeting (Montreal, 2001), Co-Chairman of the UNEP Expert Group Meeting to Prepare the First Intergovernmental Review on Implementation of the Global Programme of Action for the Protection of the Marine Environment from Land-Based Activities (Hague, 2000), Chairman of the Intergovernmental Meeting of Experts on the Protection of the Marine Environment from Land-Based Activities (Reykjavik, 1995) and Chairman of the Main Negotiating Committee of the Intergovernmental Conference on the Protection of the Marine Environment from Land-Based Activities

(Washington, 1995). He has been a keynote speaker at many international conferences.

Mr. Jóhannesson has been active in Nordic Cooperation from 1984 to 1991 in the Group of Nordic Maritime Directors and from 1993 in the Senior Officials Committee of the Nordic Council of Environment Ministers. He was the Chairman of the Board of Directors of the Maritime Navigation School of Reykjavík (1988-1998). From 1999 he has served as elected President of the Icelandic Forestry Association (8000 members).

Magnús Jóhannesson was born 23 March 1949 in Isafjordur, Iceland. He holds a BSc Hons Degree and a MSc Hons Degree in Chemical Engineering from Manchester University. He is married with two children.

## **Iceland and the International Maritime Organisation**

Iceland joined the International Maritime Organisation (IMO) in 1960 and has been an active member of the Organisation from the outset. Iceland is a Party to almost all the international conventions and agreements, adopted under the auspices of IMO, and has enforced the necessary measures to comply with the provisions of these instruments at the national level.

Iceland is also a member of the Paris Memorandum of Understanding on Port State Control. From the beginning Iceland has actively participated in all the main functional committees of the IMO.

Since Iceland's settlement in the ninth century, the ocean has been Iceland's main means of communication with other countries and provided a storehouse of renewable natural resources consisting mainly of rich fishing grounds. The ocean is in that respect a vital artery for the country. Icelanders have therefore always been vigorous seafarers and fishermen.

Today, the economy of Iceland depends heavily upon fisheries. Almost 60% of the export value is derived from seafood products and almost all of the country's international trade is carried by sea. In view of this, it is of fundamental importance for Iceland to maintain a stable and sustainable fishing industry and secure marine transport to and from the country. The

tourism sector has grown considerably in Iceland during the last decades, which has inter alia resulted in a huge growth in passenger ship visits in Icelandic ports in the last few years. For all those reasons Iceland attaches great importance to maritime safety and cleaner oceans, the two central pillars of the IMO.

In the work of the IMO, Iceland, as a fishing nation employing one of the 20 largest fishing fleets in the world, has been particularly active within areas of great concern to the country, i.e. safety of fishing vessels and fishermen, including training of fishermen, and marine pollution prevention. For a nation depending so heavily on the ocean for its livelihood, success in these areas is fundamental. Iceland firmly believes that real enhancement of maritime safety and pollution prevention standards can only be achieved through the universal implementation of IMO rules and regulation.

Iceland initiated one of the first draft IMO resolutions on the safety of fishing vessels which was adopted in 1963 (A.52(III)) and later led to the adoption of the Torremolinos Convention of Fishing Vessel Safety. In the late 1980s, when it became clear that the 1977 Torremolinos Convention was unlikely to enter into force unchanged, Iceland, supported by the other Nordic countries, tabled a draft IMO resolution on the safety of fishermen

at sea in 1989 (A.646(16)). This resolution became the basis for the work of the IMO in this area for several years. In 2001 Iceland and Spain submitted a draft IMO resolution dealing with the safety of fishing vessels and fishermen, i.e. A.925(22), which lay down future work for the IMO in this field.

Iceland has hosted two international meetings on IMO related matters. In December 1972 the last preparatory meeting of the London Dumping Convention was held in Reykjavík and in June 1992 the last meeting of the IMO working group, which prepared the draft text of the Torremolinos Protocol, was held in Reykjavík.

Iceland attaches great importance to technical co-operation in the maritime field for Development Assistance. Iceland's policy in bilateral assistance has been to focus the efforts in areas where Icelandic expertise is thought to be most useful and where Icelanders are well advanced. Thus, a significant part of Icelandic bilateral Development Assistant Projects in the developing countries is related to training of seamen and capacity building in fisheries, as well as fisheries research and institutional strengthening in the fisheries sector.



Iceland's contribution to the work of IMO has been recognised on a number of occasions in the past. The former State Director of Shipping in Iceland, Mr. Hjálmar R. Bárðarson, was elected President of the Assembly at its 6th regular session in 1969, and served as Chairman of Committees of the Assembly on several occasions. As chairman of the Sub-Committee on Safety of Fishing Vessels he played a key role in preparing the draft of the Torremolinos Convention on the Safety of Fishing Vessels which was adopted at an international conference held at Torremolinos, Spain, in 1977. Mr. Bárðarson was elected first vice president and rapporteur at that conference. He was the first chairman of the Consultative Meeting of Contracting Parties to the London Dumping Convention and was re-elected for three consecutive terms. Mr. Bárðarson served as the chairman for the joint FAO/ILO/IMO working group which prepared the Document for Guidance on Fishermen's Training and Certification in 1986. Mr. Bárðarson was awarded the International Maritime Prize in 1983.

Mr. Magnús Jóhannesson, who succeeded Mr. Bárðarson in 1985 as the State Director of Shipping in Iceland, has also taken active part in areas concerning safety of fishing vessels and fishermen and marine pollution prevention in the work of IMO. Mr. Jóhannesson's curriculum vitae is attached.

Iceland remains firmly committed to the course of the IMO and underlines that its role and objectives have become more important at the dawn of the 21<sup>st</sup> Century than ever before. Globalisation and imminent removal of barriers to international trade will continue to challenge the shipping industry whereas marine transport will for the foreseeable future continue to be the main mode of transport for international trade. It is also evident that demand for more and faster short-sea transport in coastal areas will increase, due to population growth and increased environmental concern in land-based communications. Maritime security has become a major priority issue in the maritime transport sector. These developments will put more burden on the work and the responsibilities of the IMO.

The main challenge to the IMO will be to ensure that globalisation and deregulation does not reduce maritime safety, security and protection of the marine environment or diminish the efficiency of shipping. Here, the role of IMO has to be proactive rather than reactive. In formulating requirements for the maritime industry, not only is it necessary to take account of emerging technological developments but also to recognise the role of the human element.

The international nature of shipping requires global concerted actions to effectively deal with safety and marine pollution prevention rather than

through unilateral or regional actions. Therefore IMO should through its own strength remain the only international body for setting safety, security and environmental standards for shipping.

One of the main challenges of IMO remains to secure the effective universal implementation of the conventions, codes and recommendations. To respond to that challenge increasing attention has to be paid to technical assistance in the maritime field. Better co-operation and co-ordination of efforts within the UN relevant agencies is another area that offers many opportunities for improving the effectiveness of the IMO.

Another emerging challenge to the IMO is the increased public and political concern for the marine environment and ship and port security. This calls for more open communication between the IMO and the public which has to be responded to.

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