



COUNCIL  
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Agenda item 13

C 89/13/2  
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## PROPOSED IMO MODEL AUDIT SCHEME

### Quality Shipping Conference 2002 – Conference resolution

Submitted by Denmark

#### SUMMARY

*Executive summary:* The Council is invited to take the attached Conference resolution into account when considering further the proposed IMO Model Audit Scheme

*Action to be taken:* Paragraph 2

*Related documents:* C 88/WP.6, C 88/D, paragraphs 13.5 to 13.12 and C 88/13/2

1 Attached at annex is a resolution adopted by the Quality Shipping Conference 2002, which took place in Copenhagen on 10 and 11 July 2002, which the Government of Denmark was requested to bring to the attention of the Organization.

#### Action requested of the Council

2 The Council is invited to note the attached resolution, in particular the Conclusions thereof and take it into account when considering further the proposed IMO Model Audit Scheme.

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**ANNEX**

**CONFERENCE RESOLUTION**

THE QUALITY SHIPPING CONFERENCE 2002, having met in Copenhagen, Denmark on 10 and 11 July 2002,

NOTING resolution A.850(20) on Human element vision, principles and goals for the International Maritime Organization, adopted by the Organization in 1997,

NOTING ALSO the Resolution on sub-standard shipping adopted by the Joint Maritime Commission of the International Labour Organization in January 2001,

NOTING FURTHER the report "Ships, Slaves and Competition" from the International Commission on Shipping,

ALSO NOTING the Policy Statement on Substandard Shipping by the Maritime Transport Committee of the OECD,

FURTHER NOTING the Ministerial Statement on Prevention of Marine Pollution – Cleaner Sea through Quality Shipping, made in Tokyo, Japan in January 2002,

RECOGNIZING the efforts by the International Labour Organization in the creation of international maritime labour standards,

RECOGNIZING ALSO the efforts by the International Maritime Organization in the creation of international standards for safety, security and environmental protection.

BEING AWARE of the importance of all parties in the maritime community working together in the creation and maintenance of a maritime safety culture,

HAVING NOTED the outcome of related conferences and seminars,

DESIRING to actively promote quality shipping,

1. ADOPTS the Conclusions of the Conference, set out in the annex to this resolution;
2. URGES all parties in the maritime community to take all necessary steps to create, maintain and further develop a maritime safety culture;
3. URGES ALSO the International Maritime Organization and the International Labour Organization to continue and intensify their work relating to quality shipping, and, in that work, take this resolution and its annex into consideration; and
4. REQUESTS the Government of Denmark to bring this resolution and its annex to the attention of the International Maritime Organization and the International Labour Organization.

## ANNEX

### CONCLUSIONS OF THE CONFERENCE

#### **The Role of the Flag State**

1. It is vitally important that vigorous and effective global regulatory institutions are maintained relative to a global maritime industry. In that respect flag States should actively support the efforts of the International Maritime Organization to ensure effective and consistent global application of safety and environmental protection instruments, the efforts of the International Labour Organization to ensure decent working and living conditions for seafarers, and the efforts of both organizations to enhance security in the maritime sector. In this respect the efforts of other relevant intergovernmental organizations should be taken into account.
2. Flag States should actively support the development and the effective implementation of an IMO Model Audit Scheme.
3. Flag States should, in a timely manner, investigate any case where a ship under their flags has, to their knowledge, fallen short of required international safety, security, environmental and social standards and take prompt enforcement action to remedy the situation.
4. Flag States should, in accordance with international obligations, carry out or ensure independent and authoritative investigation of serious accidents to ships under their flags and their seafarers.
5. Flag States should collaborate to develop and apply measures of implementation, performance and models of best practice, assisting each other through regular dialogue and sharing of experience.
6. Flag States should promote and participate in dialogue and information sharing with other partners in the responsibility chain, from the operators of shipping to the users, financiers, insurers and seafarers.
7. All States should respond promptly to comments or complaints received from other Maritime Administrations, whether as flag, coastal or port states.
8. All flag States should ensure that shipowners are responsible for making available to the seafarers the applicable laws, regulations and, where appropriate, collective agreements addressing their working and living conditions and should, in accordance with national law and practice, ensure that they are enforced so that seafarers have decent and safe working conditions.
9. Flag States should take appropriate action, aimed at ensuring the validity of the certificates of competence for seafarers on board their ships.
10. All States should support proposals on technical assistance to States which have the will to improve their performance as flag States.
11. All relevant parties should develop initiatives to enhance quality shipping, in particular incentives for quality operators.

## **Decent Working and Living Conditions for Seafarers**

1. All parties should realize the vital importance of decent working and living conditions for seafarers being integrated in the concept of quality shipping.
2. All parties, being aware of the structural changes in the industry, should work for a new approach on global living and working conditions, including global enforcement.
3. All relevant parties should engage constructively in the process initiated by the International Labour Organization aimed at designing and promoting a single, consistent international maritime labour standard, incorporating as far as appropriate the substance of current international maritime labour standards, so as to deliver decent working and living conditions for seafarers and a level playing field for quality operators.
4. All shipowners should provide and be responsible for safe and decent working conditions for seafarers they employ or engage.
5. In order to effectively exercise its jurisdiction in social matters, every State should have a sound maritime administration with a firm legislative framework complying with, as a minimum, international labour standards, and a strong enforcement mechanism.
6. All States should have in place the necessary mechanism for monitoring working and living conditions on ships visiting their ports, in accordance with international instruments in force.

## **The Human Element**

1. All relevant parties should promote and communicate, through human element principles, a maritime safety culture and heightened marine environment awareness.
2. Shipping companies should create or, when it already exists, further develop an open culture where seafarers can report and discuss accidents, incidents and near misses, without fear of recrimination.
3. All relevant parties should work for a wide promulgation of the results from investigations of accidents and the analyses of causation.
4. The human element effects of new technology should be closely examined by all relevant parties and solutions provided, e.g. in the form of common user interfaces for electronic equipment.
5. All relevant parties should promote the marine industry as an attractive career option in order to be able to recruit a sufficient number of qualified and competent seafarers.
6. All relevant parties should work together to create a platform where the results of existing studies and proposals for future studies should be evaluated. Such studies should address the question of what constitutes a “safe, healthy and environmentally friendly ship” taking into account human factors.

7. All relevant parties should work for a better integration of the ISM Code in the safety culture on board and in the shore based operation which could enable administrations to concentrate their efforts on substandard ships.
  8. All relevant parties should work for a reduction in the number and scope of on board commercial vetting inspections in order to reduce, as much as possible, the workload imposed on ships' masters and officers.
  9. All States should ensure that they take human element issues into consideration when they introduce new or amend existing regulations.
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