

COUNCIL  
114th session  
Agenda item 17(d)

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5 May 2015  
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## EXTERNAL RELATIONS

### (d) Relations with non-governmental organizations

#### Note by the Secretary-General

#### SUMMARY

*Executive summary:* This document transmits two new applications for consultative status

*Strategic direction:* 1.2

*High-level action:* 1.2.1

*Planned output:* 1.2.1.1

*Action to be taken:* Paragraph 3

*Related documents:* None

#### New applications for consultative status

1 Since the 112th session of the Council in June 2014, two new applications for consultative status have been received from the following organizations:

- the International Port Community Systems Association (IPCSA); and
- the One Earth Future Foundation (OEF).

2 The questionnaires completed by each of these organizations in connection with their applications for consultative status are reproduced in annexes 1 and 2<sup>1</sup>. To save paper, additional relevant documentation and information which have been provided by the applicant organizations will be made available in electronic form only and may be accessed at IMODOCS (<http://docs.imo.org/Category.aspx?cid=629>).

#### Action requested of the Council

3 The Council is invited to consider the applications for consultative status submitted by IPCSA and OEF, and decide as it may deem appropriate.

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<sup>1</sup> The use of particular designations of countries or territories in these annexes does not imply any expression of opinion or judgement by IMO as to the legal status of such countries or territories, or of their authorities and institutions or of the delimitation of their boundaries, nor should it be construed as an endorsement or recommendation on the part of IMO.



**ANNEX 1**

**INTERNATIONAL MARITIME ORGANIZATION (IMO)**

**QUESTIONNAIRE  
FOR NON-GOVERNMENTAL INTERNATIONAL ORGANIZATIONS (NGOs)  
APPLYING FOR CONSULTATIVE STATUS WITH IMO**

In completing this questionnaire, the NGO should take into account the Rules and Guidelines on Consultative Status for Non-governmental International Organizations with the International Maritime Organization.

**1. Name and acronym of the NGO:**

International Port Community Systems Association (IPCSA)

**2. Address of headquarters:**

The Chapel,  
Maybush Lane  
Felixstowe  
Suffolk  
IP11 7LL  
UNITED KINGDOM

Telephone: +447796334960

Fax: N/A

**Email:**

[richard.morton@ipcsa.international](mailto:richard.morton@ipcsa.international)

**Website:**

[www.ipcsa.international](http://www.ipcsa.international)

**3. Addresses of all branches and/or regional headquarters:**

Rue de Trone 4  
100 Brussels  
BELGIUM

**4. Name and contact details of a point of contact for the purposes of the application:**

Richard Morton  
Secretary General  
E: [richard.morton@ipcsa.international](mailto:richard.morton@ipcsa.international)  
T: 00447796334960

**5. Aims and purposes of the NGO (as set forth in its Constitution, Statutes or By-Laws; please provide an electronic copy separately):**

***IPCSA's mission is to:***

"influence public policy at the international level, principally by lobbying, in order to promote the adoption of e-logistics as the key element in the development of international maritime, shipping and logistics sectors."

***IPCSA Objectives are:***

- To ensure that the importance of Port Community Systems Operators is recognized internationally and in the EU and its member States and that the sector is consulted substantively on any measure likely to affect it;
- To ensure that Port Community Systems Operators play their full part in delivering e-services internationally;
- To promote the highest possible standards in European and International Port Community System Operators;
- To encourage all port communities to be proactive in Port Community System development.

**6. a. Length of time the NGO has been in existence:**

IPCSA has been in existence, including its previous name (EPCSA) since July 2011.

**b. History of the NGO:**

The International Port Community Systems Association (IPCSA) was originally formed as the European Port Community Systems Association (EPCSA) in July 2011, in order represent the interests of Port Community System Operators (PCSO). It changed its name to IPCSA on 1 September 2014, though it has always had international members including Israel, Ukraine and Benin.

IPCSA now represents Port Community System Operators that operate in ports around the world handling in excess of 100m TEU's and 3bn tonnes of cargo annually, this equates to tens of millions of electronic messages exchanged business to business, business to government and in some cases government to government.

**7. Recent and planned activities:**

**Previous and future events**

June 2015 – "IPCSA Invitational" – An event planned in Hamburg inviting international ports and PCS operators to share and exchange information on the Single Window's and Port Community System.

April 2015 – "Semantic Interoperability" – An IPCSA workshop planned on "Semantic Interoperability" to link with UNECE Recommendation 36 on "SW Interoperability". The outcome of this will also support the development of the possible UN recommendation 37 for "inter organizational systems".

February 2015 – IPCSA Meeting – Maritime Single Window, London. This meeting was for IPCSA meetings and was attended also by IMO representatives including Mr. Julian Abril.

November 2014 – IPCSA Research Committee – The first IPCSA Research Committee had participants from 14 countries including, Saudi Arabia, Oman and Indonesia. This has formed the basis of the development of further Research Topics for PCS and ports to consider particularly related to Single Window.

June 2014 – Intelligent Exchange – The annual conference of IPCSA – Over 120 people attended to hear about the electronic exchange of information in the maritime sector, single window and trade facilitation. Speakers came from various international and regional organizations including Australia. (organizer)

September 2014 – Black Sea Economic Council with UNECE seminar on Single Window and Port Community systems (speaker)

September 2014 – Members meeting – including development of a Track and Trace initiative in the maritime sector (organizer)

October 2014 – High Level Seminar on Single Window – Customs – organized by the Italian presidency of the EU (participant)

November 2014 – Future Challenges and opportunities for PCS – An open workshop/meeting of the IPCSA Research Committee bringing together academics and PCS experts to discuss the future role of PCS in the maritime supply chain.

#### **Events IPCSA has participated in/will participate**

May 2015 – Odessa Transport Week

May 2015 – WCO IT Conference, Bahamas

April 2015 – UN/CEFACT Plenary, Geneva, Switzerland

February 2015 – UNECE Round Table on Recommendations 36 on "SW Interoperability", Geneva, Switzerland

January 2015 – Sultanate of Oman National Strategy for Trade Facilitation meeting, Muscat, Oman

December 2014 – Inter America Development Bank Conference in Cusco, Peru on Single Window

#### **Previous publications**

White Paper – Single Window and PCS (June 2011)

How to develop a PCS – A guide on how to develop a PCS (December 2011)

EU Message Standards reference guide – a guide on what electronic message standards are in use with the European Union (January 2013)

#### **Future publications**

International Message Standards reference guide – a guide on what electronic message standards are currently within us by PCS – anticipated to be published in April 2015.

Mobile Application survey – a survey of IPCSA members on the use of mobile applications within the maritime supply chain – results to be announced April 2015.

**8. Descriptive statement of the extent to which the purposes of the NGO relate to those of IMO, in particular what contribution the NGO can make to the work of IMO, including its technical cooperation programme:**

IPCSA and its members play a vital role in global trade facilitation; the electronic communications platforms provided by Port Community Systems ensure smooth transport and logistics operations at hundreds of seaports, airports and inland ports.

PCS, since their inception over 40 years ago, core service is to reduce the administrative and operational burdens on the maritime trade engaged in international trade. They provide for an independent, confidential service to all parties including business and government, to exchange information electronically and thus improving and support trade facilitation.

IPCSA provides a single point of representation to governments and international bodies and organizations with regards to governmental regulation and practices relating to technical matters of all kinds that affect shipping engaged in international trade specifically focused on the electronic exchange of information between Governments, Shipping and the wider maritime and logistics sector.

IPCSA looks to promote international standards for use amongst its members and their users to ensure the highest practicable standards with regards to the electronic exchange of maritime information between all stakeholders. This includes administrative and legal matters that affect international trade.

IPCSA would be a single point of contact for the IMO with PCSO and IPCSA can provide specialist knowledge in the shipping and maritime sector with a particular focus on the electronic exchange of information and trade facilitation.

Our members understand the full maritime and logistics supply chain as they provide for the electronic processes that enable efficient movement of trade through linking both operational and administrative (governmental) systems through seamless exchange of electronic information.

Our goal as an association to have all PCSO as members and to provide a single point of contact for international organizations with PCSO's and to promote international standards amongst our members.

**9. Structure:**

**Chairman:** Alan Long, MCP Plc

**Executive Committee:** Made up of six members DAKOSY, SOGET, dbh, MCP, Portic and Portbase

**Secretary General:** Richard Morton

**IPCSA Committees:**

Standards and Technologies – Chairman – Hans Rook, Portbase

Business Applications – Chairman – Evelyn Eggers, DAKOSY

Research and Development – Chairman – Pascal Ollivier, SOGET

Customs & other government agencies – Chairman – Ines Cordero, dbh

PCS Development – Chairman – Richard Morton, IPCSA

**Ad hoc Committee:**

Track and Trace initiative – Chairman – Javier Gallardo, Portic

**10. Membership (nature of membership, name of members and country where their main offices are based):**

<b>Member</b>	<b>Main office</b>	<b>Operating in</b>
MCP Plc	UK	United Kingdom
Dbh	Germany	Germany
DAKOSY	Germany	Germany
SOGET	France	France
		Benin
		Togo
		Indonesia
		Mauritius
Portic	Spain	Spain
Portbase	Netherlands	Netherlands
ePuertoBilbao	Spain	Spain
Portel	Spain	Spain
		Morocco
		Equatorial Guinea
ValenciaPortPCS	Spain	Spain
Port de Tarragona	Spain	Spain
APCS	Belgium	Belgium
CNS	UK	United Kingdom
Freeport of Riga	Latvia	Latvia
Israel Ports Company	Israel	Israel
Port of Ravenna	Italy	Italy
Port of Venice	Italy	Italy
Port Network of Rome	Italy	Italy
1-Stop	Australia	Australia
		New Zealand
ILCS	Indonesia	Indonesia
PPL 33-35	Ukraine	Ukraine
Hamburg Port Authority	Germany	Germany
Port of Sines	Portugal	Portugal
SEGUB	Benin	Benin
Abu Dhabi Ports Company	Abu Dhabi	Abu Dhabi, United Arab Emirates

**11. Officers:**

Richard Morton – Secretary-General

**12. Indicate whether the NGO is a member of, affiliated to, or otherwise associated with another non-governmental international organization which enjoys consultative status or has other forms of association with IMO:**

IPCSA is not affiliate to any other NGO which has consultative status at the IMO

**13. Relations with intergovernmental organizations:**

IPCSA is in the process of registering with UNECE for recognized NGO Status and will look towards other international organizations in the near future.

**14. Indicate by what means IMO could participate in the NGO's activities:**

The IMO would be welcome to send observers to any IPCSA meetings and IPCSA would welcome the opportunity to provide expert advice and information to IMO on the electronic exchange of information.

IMO representatives would be invited to conferences and meetings to promote IMO activities in relation to the electronic exchange of information and trade facilitation.

Delegates of the IMO Trade Facilitation Team, Mr. Julian Abril and Mr. Alper Keceli attended the IPCSA Members meeting on Maritime Single Window in February 2015.

**15. Indicate by what means the NGO will promote and disseminate the principles and work of IMO:**

IPCSA would actively participate at the IMO in both meetings and consultations, and will provide expertise in the form of advice and guidance for consideration at appropriate meeting. This support would be of special relevance in the work carried out by FAL Committee on "e-business possibilities for the Facilitation of Maritime Traffic", including the prototype of maritime single window. IPCSA has regularly conferences, meetings and issues newsletters and publications where IMO activities will be highlighted and where appropriate an IMO representative will be invited to participate/speak at such events.

**16. Finance (source of funding and evidence of financial sustainability):**

IPCSA is funded through membership contributions the last two years of accounts are attached for information.

**17. List of publications and/or other relevant documentation:**

**Publications**

White Paper – Single Window and PCS (June 2011)  
How to develop a PCS – A guide on how to develop a PCS (December 2011)  
EU Message Standards reference guide – a guide on what electronic message standards are in use with the European Union (January 2013)  
EPCSA annual conference report (June 2013)  
UNECE Collaborative Systems paper – supported by writing text related to PCS and the annex (November 2013)  
"Intelligent Exchange" – The report of the IPCSA annual conference (June 2014)

**Policy statements**

eManifest  
European union Customs Code  
ICS Phase 2  
2010/65 Reporting Formalities Directive  
EU Ports Policy  
eMaritime



18. **Additional information which the NGO may wish to provide:**

***Extract from speech by Assistant Secretary for US Department for Homeland Security at the INCU conference, Baku***

"Port Community Systems and other private/public collaborative systems are the way forward and need to be incorporated into future methods of border management." Dr. Alan Bersins, Assistant Secretary, US Department for Homeland Security – INCU Inaugural Conference, Baku, Azerbaijan, May 2014.

***Extract from IPCS Press release of 1st September 2014***

**EPCSA becomes IPCSA, reflecting association's global reach**

**Monday 1 September 2014:** Today marks the launch of the International Port Community Systems Association (IPCSA) – a new name for an organization which was founded three years ago and whose influence has expanded rapidly since then.

IPCSA is the successor to the European Port Community Systems Association (EPCSA) which was launched in June 2011 by six founding members, all European-based Port Community System operators.

The association and its members play a vital role in global trade facilitation; the electronic communications platforms provided by Port Community Systems ensure smooth transport and logistics operations at hundreds of sea ports, airports and inland ports.

Today, EPCSA – now IPCSA – has 21 members, including 18 from within the EU and one each from Ukraine, Israel and Australia. In addition, many of its European members operate in ports outside Europe, including Indonesia and Morocco as just two examples.

"Our membership today operates in ports handling in excess of 90 million containers and 2.5 billion tonnes of cargo a year – statistics that show the growing importance and influence of Port Community Systems in supporting effective trade facilitation," said Richard Morton, secretary general of IPCSA. "We have expanded to the point of having a strong global presence. The executive committee felt that, based on the increasing interest from international areas outside Europe, it was time to change our name from 'European' to 'International', to ensure we represent all of our members' needs."

He added: "IPCSA will still remain close to its roots. Port Community Systems were, to a large extent, conceived and developed in Europe. IPCSA will continue to maintain a significant focus on European Union policy, always remembering that European policy has a wider geographical influence. At the same time, we will continue to focus on the international policies, relating to trade facilitation, of the International Maritime Organization, the United Nations and the World Customs Organization.

Alan Long, chairman of IPCSA, said: "The decision to become an international association is a natural step, as our membership and interests have expanded globally. Port Community Systems play a vital role in the exchange of information and in the simplification of administrative processes, enabling the efficient electronic exchange of millions of messages every week. By working closely with international organizations such as the IMO, UN and WCO, we can contribute enormous experience and knowledge in the area of trade facilitation, particularly as we move towards the Single Window environment."

IPCSA will continue to expand, said Richard Morton. "We are in discussions with potential new members from within the EU and internationally."

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## ANNEX 2

### INTERNATIONAL MARITIME ORGANIZATION (IMO)

#### QUESTIONNAIRE FOR NON-GOVERNMENTAL INTERNATIONAL ORGANIZATIONS (NGOs) APPLYING FOR CONSULTATIVE STATUS WITH IMO

In completing this questionnaire, the NGO should take into account the Rules and Guidelines on Consultative Status for Non-governmental International Organizations with the International Maritime Organization.

**1. Name and acronym of the NGO:**

One Earth Future Foundation (OEF)

**2. Address of headquarters:**

525 Zang Street, Broomfield CO 80021, USA

**Telephone:** +1-720-266-2552

**Fax:**

**Email:** mpigeon@oneearthfuture.org

**Website:** www.oneearthfuture.org

**3. Addresses of all branches and/or regional headquarters:**

Kenya: PO Box 187, Village Market, 00621, Nairobi, Kenya

Somalia: Resident staff in both Hargeisa & Garowe. Exact addresses can be provided if needed.

United Kingdom: Sheepharn Mill Modbury, Devon PL21 0LX, United Kingdom

**4. Name and contact details of a point of contact for the purposes of the application:**

Maisie Pigeon, Communications Officer, OBP  
+1-720-266-2552

**5. Aims and purposes of the NGO (as set forth in its Constitution, Statutes or By-Laws; please provide an electronic copy separately):**

One Earth Future (OEF) was established, for charitable, educational, and scientific purposes, with the aim of improving global governance mechanisms in order to prevent violence and conflict. OEF provides funding, strategic, and administrative support to its implementation projects: (1) Oceans Beyond Piracy (OBP) (2) Secure Fisheries Project, (3) Shuraako, and (4) Responsibility to Protect & Business. While these projects receive their funding and are under the umbrella of OEF, OEF projects operate independently.

6. a. **Length of time the NGO has been in existence:**

8 years

b. **History of the NGO:**

Founded in 2007, the One Earth Future (OEF) Foundation is an operating foundation which believes that violent conflict can be avoided. One Earth Future's mission is to engage states, NGOs, and business in governance issues, with the view that cooperation among the three is essential.

The Oceans Beyond Piracy (OBP) project was launched in 2010. OBP believes that the solution to maritime piracy and global maritime crime must come from the community of stakeholders, and seeks to encourage inclusivity among industry representatives, government, and civil society. OBP supports a sustainable solution based in rule of law and the development of global standards of safety and security. We believe that we fulfil an important role as an objective and independent contributor to global counter-piracy efforts. Beginning in 2011, OBP has released an annual report addressing the economic and human costs of piracy, which has been widely cited and shared each year which has been cited in updates from the UN Secretary General, in addition to a number of other UN agencies, including UNCTAD and UNODC.

The Shuraako project was developed in 2012 in order to broker economically beneficial relationships and connect micro, small and medium sized enterprises to impact investors in order to catalyse job creation in coastal communities in Somalia. This in turn contributes to a more resilient and peaceful Somalia. To date, Shuraako has invested a total of \$628,105 into the fishing sector in Somalia. By catalysing local economic development, this money contributes to local maritime safety and security.

OEF's newest project, Secure Fisheries, was established in Spring 2014 with the mission to ensure sustainable fisheries by providing science-based assessments of living marine resources, promoting best practices in fisheries management, and enhancing monitoring, control and surveillance capabilities that reduce illegal, unreported, and unregulated fishing.

7. **Recent and planned activities:**

- **West Africa Working Group meetings:**

The OBP West Africa Working Group is an ad-hoc multi-stakeholder group that brings together stakeholders from industry and government to discuss challenges related to maritime crime in the Gulf of Guinea. The meetings focus on issues related to Seafarers, Information Sharing, Private Maritime Security Companies, Rule of Law and Regional Engagement. The intent is to coordinate multi-stakeholder support for the Yaounde Process, the upcoming AU Maritime Summit in Togo, and other regional efforts devoted to countering piracy and maritime crime.

- **The State of Maritime Piracy 2014 Report Release:** OBP's annual study, *The State of Maritime Piracy 2014*, will be released in Spring 2015. The *State of Piracy* report aims to quantify and qualify global maritime piracy. Assessing both the economic and human « costs » associated with piracy

(i.e. – cost to government and the global shipping industry to avoid, deter, and prevent pirate attacks; and the impact of violence committed against seafarers by pirates), these reports have garnered considerable interest from media and academia alike.

- **Declaration Condemning Acts of Violence Against Seafarers (aka « The Washington Declaration »)** : Drafted in 2011 and now signed by five of the world's largest flag States by tonnage, the Declaration Condemning Acts of Violence Against Seafarers (the Washington Declaration) supports incident reporting procedures to better document the violence faced by seafarers. Originally applying to violence occurring in the western Indian Ocean, in 2014, the Washington Declaration was expanded to apply to violence occurring in the Gulf of Guinea.
- **« Trends in Maritime Crime » paper series**: OBP is compiling a geospatial, historical analysis of piracy trends in three major hot spots: Somalia, West Africa, and Southeast Asia. These reports utilize the data from IMO MSC 4 Circulars and the IMO GISIS database, amongst other sources, as the primary source for piracy incidents between 2000 and 2014 to determine the tactics, geographic locations, incident types, and consequences to the crew as piracy models have evolved in each of these locations.
- **Danish Maritime Days 2014**: OBP, in partnership with the Danish Shipowners' Association, and Risk Intelligence, hosted a seminar during the Danish Maritime Days in Copenhagen in October 2014 titled "Maritime Crime and the Effects on Growth and Development in the African Region." More than 90 maritime security experts from the public and private sectors participated and Mr. Chris Trelawny of the IMO spoke at the seminar.
- **Organize and chair CGPCS quarterly Maritime Situational Awareness meetings**: In 2014, OBP convened three meetings of the CGPCS Technical Sub Group on Maritime Situational Awareness (MSA), which was established following the 15<sup>th</sup> plenary meeting of the CGPCS to consider future information sharing requirements in the Gulf of Aden and Western Indian Ocean region. At the 17<sup>th</sup> plenary meeting of the CGPCS held in Dubai in October 2014, the Working Group (Counter Maritime Piracy and Mitigation Operations) chaired by Japan, the Seychelles, and the UAE, agreed that MSA should be included in the work plan of the Working Group. A workshop of the group was held in Brussels in January 2015 with 30 representatives from governments, international and regional organizations, military agencies, the maritime industry, and civil society. A follow-up workshop will be held in the UK on 14 May 2015, with the results to be forwarded to the CGPCS Chairman.
- **Participate in CGPCS plenary sessions**: OBP will participate in the 18th Plenary meeting of the CGPCS to be held in New York City on 8 July 2015. As part of OBP's work with the EU Chair of the CGPCS, a public side event will be held the day prior or following the Plenary meeting. The overarching theme of this event has not yet been decided.

**8. Descriptive statement of the extent to which the purposes of the NGO relate to those of IMO, in particular what contribution the NGO can make to the work of IMO, including its technical cooperation programme:**

OEF notes the importance of the human element as a central tenet of IMO's mission and one that "affects maritime safety, security and marine environmental protection involving the entire spectrum of human activities performed by ships' crews, shore based management, regulatory bodies and others." As such, we (via the work of the Oceans Beyond Piracy project) have been extensively involved in raising awareness for the safety and security of seafarers globally:

- In 2011, along with IMB, OEF sponsored and drafted the "Declaration Condemning Acts of Violence Against Seafarers" aka "the Washington Declaration," signed by some of the world's largest flag States, amounting to roughly 45% of the world's total tonnage, including the Bahamas, Liberia, the Marshall Islands, Panama, and Saint Kitts and Nevis. The Declaration's signatories state their commitment to ensuring better documentation of the violence faced by seafarers. In 2012, Liberia, the Republic of the Marshall Islands, Panama, ICC, INTERCARGO, and ITF made a submission (MSC 90/20/13 – attached) which mentions the importance of better incident reporting mechanisms and requests of the Committee to encourage all IMO members to take all necessary action to support and provide information on acts of piracy and armed robbery and the associated violence to the ICC-IMB. The Washington Declaration was later mentioned in MSC 90/28 (attached) where paragraph 20.39 states that: "*In considering the proposals in document MSC 90/20/13 (Liberia, the Marshall Islands, Panama, ICC, INTERCARGO and ITF), the Committee noted that a declaration had been signed on 3 August 2011 by Liberia, the Marshall Islands and Panama condemning acts of violence against seafarers and recognizing the need for better information on attacks and that this work had been strongly supported by the One Earth Future (OEF) Foundation. As part of the declaration, the signatories had recognized the increasing use of violence associated with attacks, and the value of reporting such information, bearing in mind the sensitivities surrounding such reporting. The Committee urged Member States and international organizations to provide information on acts of piracy and armed robbery and the associated violence to ICC-IMB in order to be collated and disseminated.*"
- Additionally, along with Maritime Piracy Humanitarian Response Programme, and supported by the TK Foundation, we have interviewed seafarers in the Philippines, Ukraine, and India in order to analyse the long-term effects of piracy on seafarers in a study to be published in the near future.

Furthermore, we note the importance to IMO of the safety and security of life at sea for fishing vessel personnel, as evidenced by the International Convention for Fishing Vessel Personnel (STCW-F) adopted in 1995. Similarly, our Secure Fisheries project aims to support Somalia in sustainably managing its fisheries resources, through the development of the first comprehensive study of the marine environment off the coast of Somalia. We strongly believe that sustainable fisheries management not only promotes maritime security by reducing IUU fishing as a source of conflict but also provides and protects economic opportunities for Somali fishermen.

Additionally, OEF acknowledges the important work of IMO to address the worldwide issue of piracy; OEF, via our Oceans Beyond Piracy project, similarly aims to foster and support a global response to the piracy problem through the involvement of all relevant actors. While we initially concentrated on the most critical geographic areas – off the coast of Somalia, the Gulf of Aden, the wider western Indian Ocean, and the Gulf of Guinea – we are expanding our remit to advocate for seafarer safety in Asia and other areas affected by piracy.

OEF fully supports IMO's mission to create a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented, including on issues of maritime security. As such, OEF's projects provide significant resources to building capacity in direct support of the principles of IMO's Integrated Technical Cooperation Programme. Specific examples include:

- In order to improve safety, security and environmental soundness of the maritime economy in the Horn of Africa, as well as to enhance marine environment protection, OEF, via the OBP project, supported the IMO and EU chairmanship of the Capacity Building Coordination Group by offering technical support toward the development of the Capacity Building Coordination Platform for the former Djibouti Code of Conduct States and Regions, under Working Group 1 of the Contact Group for Piracy off the Coast of Somalia. Relatedly, OBP co-chaired the Kampala Process & has provided assistance to Somalis in establishing the Somali Maritime Resource and Security Strategy through the IMO, which provides a roadmap for the responsible development of the Somali maritime domain. OBP provides logistical and strategic support for the implementation of the strategy. In addition, OBP has organized meetings and developed materials supporting IMO-led Maritime Situational Awareness and Information sharing efforts in the Horn of Africa region. OBP has developed and hosted the Capacity Building Coordination Platform for the former Djibouti Code of Conduct States and Regions. OBP has hosted the platform since 2012.
- OEF, via the OBP project, along with the IMO, EU NAVFOR, UNODC, and EUCAP NESTOR support the Coastal Safety Network, which seeks to increase local maritime traffic safety in the Horn of Africa region by building communications networks and education programs that would decrease the risk of violence and susceptibility to maritime crime. The Coastal Safety Network's goals will be achieved through four supporting projects: the Maritime Communications Initiative; De-Confliction at Sea; Local Best Management Practices; and Maritime Safety Focal Points.
- OEF, via the Secure Fisheries project works to establish a responsible and sustainable maritime economy off the coast of Somalia. This project seeks to identify which species are most vulnerable to overfishing and which are sustainable. This information will help to develop target areas for investment, which help to bolster sustainable livelihoods for Somalis while simultaneously protecting the most vulnerable species.
- In an effort to further improve the safety and security for those transiting the Gulf of Guinea, OEF, via the OBP project, supports regional countries and stakeholders in their efforts to share information by tracking proposed and operating Information-Sharing Centers throughout West Africa and further, worked with IMO to develop the G7++ Friends of Gulf of Guinea Capacity Building Platform.

- One Earth Future is one of 13 members of the [International Code of Conduct Association](#) (ICoCA) Civil Society Pillar, a multi-stakeholder initiative established as a Swiss non-profit association responsible for promoting, governing, and overseeing the implementation of the [International Code of Conduct for Private Security Providers](#) (ICoC). The ICoC governs the conduct of private security providers, maritime and terrestrial through certification, monitoring, and investigation of complaints. Currently accepted certifications include ANSI PSC.1-2012, and ISO 2800/PAS 28007. Currently at least 52 of the 140 private security providers signed onto the ICoC are explicitly and exclusively maritime security providers, and maritime security makes up a significant percentage of the revenue for numerous other signatories. ICoC signatory companies hail from all six inhabited continents and represent a truly global industry. Currently One Earth Future is the only member of the Civil Society Pillar with a focus on maritime security issues and knowledge pertaining to maritime security issues. All other CSOs in the Civil Society Pillar are human rights, corporate responsibility, or extractives oriented.
- Finally, OEF, via its OBP project, participated in the IMO Capacity Building Conference in May 2012 as an observer.

#### **9. Structure:**

OEF consists of over 40 staff and 4 fellows. Projects under the OEF umbrella are focused on maritime piracy, illegal, unreported and unregulated fishing, and sustainable economic development. OEF additionally has one department exclusively dedicated to research and development.

The Oceans Beyond Piracy Project has 12 full-time staff, three report authors and two fellows. The Secure Fisheries Project has five full-time staff.

#### **10. Membership (nature of membership, name of members and country where their main offices are based):**

Our Working Groups do not have formal membership but are based on bringing together groups to address specific issues. Amongst those who have participated in these meetings are the following:

- International organizations, including EU (European Commission, EEAS, EU NAVFOR), IMO, INTERPOL, ReCAAP, and UN (UNODC, UNSOM, UNPOS, UNDP).
- Industry representatives, including BIMCO, International Chamber of Shipping, INTERCARGO, INTERTANKO, and the Oil Companies International Marine Forum.
- National and flag State representatives, including Bangladesh, Benin, Denmark, France, Germany, India, Japan, Liberia, Maldives, Marshall Islands, Netherlands, Norway, Seychelles, Federal Republic of Somalia, Sri Lanka, and Togo, United Kingdom, and United States.
- Civil society, including Chatham House, IMB, Indian Shipowners' Association, ITF, Maritime Piracy Humanitarian Response Programme, Seamen's Church Institute, TK Foundation, and Wilton Park.



**11. Officers:**

- Marcel Arsenault, Chairman, OEF
- Mark Forward, COO, OEF
- Jon Huggins, Director, OBP
- Lee Sorensen, Director, Shuraako
- Robert Mazurek, Director, Secure Fisheries
- Conor Seyle, Deputy Director, Research and Development

**12. Indicate whether the NGO is a member of, affiliated to, or otherwise associated with another non-governmental international organization which enjoys consultative status or has other forms of association with IMO:**

OEF, via the OBP project, enjoys working relationships with BIMCO, the International Chamber of Commerce – International Maritime Bureau, the International Chamber of Shipping, Oil Companies International Marine Forum, INTERTANKO, and INTERCARGO.

**13. Relations with intergovernmental organizations:**

OEF, through its OBP program, works to mobilize and support a variety of maritime partnerships. We have assisted with producing reports and graphics, co-hosting events, and providing research support to such intergovernmental organizations as the Contact Group on Piracy off the Coast of Somalia and the United Nations Office on Drugs and Crime (UNODC).

- UNODC: OBP was asked by the Kampala Process and the CGPCS to act as an independent, neutral facilitator that would assist Somali partners and members of the international community in the development of the Somali Maritime Resource and Security Strategy (SMRSS). In this capacity, OBP supports the implementation of the SMRSS by running the Secretariat for Maritime Security Coordination. Additionally, OBP Regional Manager, John Steed, heads the UNODC Hostage Support Programme from Nairobi, Kenya. Finally, OBP tracks capacity-building efforts in East and West Africa using our online Capacity Building Platform, where users have the ability to upload both current projects and needs.
- CGPCS: OBP facilitates the Technical Sub-Group on Maritime Situational Awareness.

**14. Indicate by what means IMO could participate in the NGO's activities:**

Through its OBP project, OEF hosts a number of events related to piracy throughout the calendar year, including report launches and working groups focused on piracy off the coasts of East and West Africa. Results from OBP meetings have been forwarded to IMO staff for review and discussion. IMO has been, and would continue to be, invited to participate with all of these events. OBP feels fortunate that IMO has sent representatives to the following OBP events:

- OBP Indian Ocean Working Group meetings, 2011 to 2012: IMO participation by Philip Holihead representing the Djibouti Code of Conduct Project Implementation Unit.
- Maritime Situational Awareness Meetings in London, New York City, Dubai, and Brussels, 2014-2015: IMO attendees included Philip Holihead and Loukas Kontogiannis.

- Danish Maritime Days in Copenhagen, October 2014: OBP sponsored Chris Trelawny's trip to speak during OBP's Maritime Crime Seminar, co-hosted with Risk Intelligence and the Danish Shipowners' Association.
- Forum on Violence Against Seafarers off West Africa – Expansion of Human Cost Reporting in London, September 2014: Attendees included Gisela Vieira de Araujo, Henrik Juhl Madsen, Philip Holihead, Salma Hassam, Chris Trelawny, and Emma Sarne – Permanent Representative of the Philippines to the IMO.
- State of Maritime Piracy 2013 Report Launch in London, May 2014: Attendees included Philip Holihead and Sanjeet Ruhel.
- OBP West Africa Working Group Meeting in London: Attendees have included Henrik Juhl Madsen, Chris Trelawny, and Salma Hassam.

**15. Indicate by what means the NGO will promote and disseminate the principles and work of IMO:**

- OEF prioritizes cultivation and maintenance of meaningful relationships with members of the shipping industry, governments, and civil society. Not only would the IMO principles of safe, secure, and efficient shipping on clean oceans be reflected in our interactions with these stakeholders but OEF would share IMO publications, reiterate IMO messages and assist with connecting potentially helpful partners to the IMO.
- Social media platforms: OBP has a Twitter following numbering over 1,500 and composed of employees of various governments, civil society organizations, the press corps, and the shipping industry. Our social media following is engaged and is generally very informed on maritime issues.
- OBP has assisted in moving issues for consideration to the IMO Maritime Safety Committee such as the Document on the Interim Guidelines on Measures Relating to the Welfare for Seafarers and their Families Affected by Piracy, which was forwarded from the Contact Group to the MSC in May 2014.
- OBP website: [www.oceansbeyondpiracy.org](http://www.oceansbeyondpiracy.org) has had over 76,000 unique visitors and over 112,000 visits since June 2012. The OBP website is intended to serve as a resource for stakeholders invested in the issues of maritime piracy and security. We house a number of documents and resources, authored both by OBP and external organizations, ranging from official reports to working papers. We provide several links to IMO websites and documents.

**16. Finance (source of funding and evidence of financial sustainability):**

Privately funded by Marcel Arsenault, Founder. Please see attached One Earth Future Foundation financial balance sheets from years 2011-2014.

**17. List of publications and/or other relevant documentation:**

- [The State of Maritime Piracy 2013](#)
- [The Economic Cost of Piracy 2010, 2011 & 2012](#)
- [The Human Cost of Piracy 2010, 2011 & 2012](#)
- [Burden-sharing Multi-Level Governance: A Study of the Contact Group of Piracy Off the Coast of Somalia](#)
- [Information Sharing in the Western Indian Ocean \(Infographic\)](#)
- [West Africa Information Sharing \(Infographic\)](#)
- [Declaration Condemning Acts of Violence Against Seafarers \(Washington Declaration\)](#)
- [Pirates and Impunity: Is the Threat of Asylum Claims a Reason to Allow Pirates to Escape Justice?](#)
- [Maritime Piracy, by Robert Haywood and Roberta Spivak](#)
- ["Pirate Jurisdiction": Fact, Fiction, and Fragmentation in International Law](#)
- [The International Tribunal for the Law of the Sea as a High Court of Piracy](#)
- [The Systematic Prosecution of Somali Pirate Leadership and the Primacy of Multi-Level Cooperation](#)

**18. Additional information which the NGO may wish to provide:**

Additionally, regarding the requirements of Rule 5 that organizations be truly international, One Earth Future serves in a supportive role for governments, civil society organizations, and business and industry in Europe, Africa, North America, and Asia. In addition to the events listed previously, over the course of the last year and a half, we were asked to speak at high-level meetings in Shanghai (organized by the International Institute for Strategic Studies) the Jakarta (International Defense Dialogue), and Tokyo (ASEAN Regional Forum Workshop on Maritime Security). OEF has also sponsored working group meetings in India and Sri Lanka and is currently partnering with UNODC in its efforts to establish the Indian Ocean Maritime Forum (IOFMC), which includes the entire Indian Ocean, from East Africa to Australia. Specifically, the Secure Fisheries project is working to establish a cooperation mechanism to limit illegal, unreported, and unregulated fishing throughout this geographic area. We have staff operating in North America, Europe and Africa.