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STRATEGY, PLANNING AND REFORM

Comments on the draft vision statement and strategic directions for the 2018-2023 period in relation to ship recycling and new technology

Submitted by Japan

SUMMARY

Executive summary: This document comments on the draft vision statement and strategic directions for the Organization for the six-year period 2018-2023, which is presented by the Secretary-General under symbol C 117/3, in relation to ship recycling and new technology

Strategic direction: 4

High-level action: 4.0.3

Output: 4.0.3.1

Action to be taken: Paragraph 13

Related documents: C 116/4/1, C 116/D and C 117/3

Introduction

1 At its 116th session the Council decided that the preparatory drafts of the vision statement and the strategic directions would be developed by the Secretariat and the external consultant, and that a working group would be established during C 117 to finalize the vision statement and the strategic directions for submission to C 117 with a view to approval (C 116/D, paragraph 4.5).

2 Also, the Council reiterated the importance of the ongoing work of the development of the new strategic framework and recalled its decision that the working group should continue to remain open to all Member States, as well as IGOs and NGOs in consultative status, which were invited to make submissions to C 117 in respect of the development of a vision statement and strategic directions, and also to comment on the drafts prepared by the Secretariat and the external consultant (C 116/D, paragraph 4.6).

3 Japan would like to express its appreciation to the Secretary-General for his initiative to develop a draft vision statement and strategic directions for the Organization for the six-year period 2018-2023 which is set out as an annex to C 117/3.

4 Among the seven strategic directions shown in the annex to C 117/3, Japan would like to draw the attention of the Council to items "SD 1: Improve implementation" and "SD 2: Integrate new technologies in the regulatory framework" and to propose some modifications to them.

Ship recycling

5 The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (the HKC) was adopted in May 2009. In addition, six guidelines for the implementation of the HKC were also developed at IMO. Although the guidelines for implementing sound ship recycling were prepared, there are only five Contracting States to the HKC as of 19 October 2016, and the HKC has not entered into force yet. For the early entry into force of the HKC, various efforts to prepare the implementation of the HKC are needed such as the development of inventory, the upgrading of ship recycling yards, capacity-building for the industry and maritime administrations, etc. In view of this fact, it is important to promote the ratification of conventions that have not yet entered into force, including the HKC.

6 Accordingly, Japan would like to propose adding "of existing treaties as well as promotion of the entry into force of new conventions, inter alia, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009" at the end of paragraph 12 of the annex to C 117/3.

Utilization of big data

7 In paragraphs 91- 95, section 3.2 of "B. Developments and Challenges" in the annex to C 116/4/1, which are related to "Utilization of big data", it is described as follows:

- .1 to make full use of this amount of data, new strategies and methods of data analysis need to be developed (paragraph 91);
- .2 for the review and development of IMO instruments, the availability of data creates the possibility to apply a more data-driven approach to the decision-making process (paragraph 93); and
- .3 the challenges for IMO are to also utilize data and develop data collection, monitoring and analysis mechanisms for amending and developing regulations based on objective criteria to ensure safer, more efficient and environmentally sound shipping (paragraph 95).

8 Japan concurs with the views shown in paragraph 7 above and would like to stress that IMO should aim at realizing data-driven rule making based on the utilization of big data in the future. Considering that realizing data-driven rule-making seems time-consuming, Japan would like to advocate that IMO should start considering this issue as soon as possible. To this end, IMO should incorporate this in its strategic direction to be adopted at the next Assembly.

9 Accordingly, Japan would like to propose adding "Such new technologies also provide access to a large amount of data associated with shipping" at the end of paragraph 17 of the annex to C 117/3 and "At the same time, considering the possibility of useful utilization of big data associated with shipping, IMO should consider a way forward for a more data-driven approach to the decision-making process such as amending and developing regulations" at the end of paragraph 18 of the annex to C 117/3.

Advanced technology

10 As described in sections 3.1 and 3.3 of "B: Developments and Challenges", which is provided in the annex to C 116/4/1, "utilization of big data" and "automation and remote operations" are very important technological advances for the Organization as well as the maritime community. Likewise, considering the recent situation in advanced technologies, reference should be made to the Internet of Things (IoT) and Artificial Intelligence (AI) as well as in the draft text. Especially, it should be noted that research and development about the utilization of the IoT, big data, AI and autonomous operation in the maritime area have been conducted intensively as information and communication technology develops at a remarkable pace. In light of the fact that such technological research and development are important and indispensable for future maritime industry, IMO should embrace and integrate such advances and outcome and distribute information to Member States accordingly.

11 Accordingly, Japan would like to propose inserting ", such as the Internet of Things (IoT), big data, Artificial Intelligence (AI) and autonomous operation," after "Since technological advances" in paragraph 18 of the annex to C 117/3.

New paragraphs 12, 17 and 18 of the annex to C 117/3

12 As a consequence of the proposals in paragraphs 6, 9 and 11 above, new paragraphs 12, 17 and 18 of the annex to C 117/3 would read as follows (underlined texts are added):

"12 IMO has almost 60 years of experience, developing more than 50 international treaties, together with the related standards, guidelines and other texts. Only through the entry into force of those treaties and the effective, efficient and consistent implementation and enforcement of their provisions can the full benefits from this extensive body of international law be realized. To that end, the current situation demands that IMO place increased focus on implementation of existing treaties as well as promotion of the entry into force of new conventions, inter alia the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009."

"17 In particular, as technological development accelerates, over the next decade, new technologies will significantly affect shipping, creating a more interconnected and efficient industry more closely integrated with the global supply chain. New technologies have already brought changes in the way ships are designed, constructed and operated, and their use in navigation has had equal impact on personnel, both on board and on shore. Such new technologies also provide access to a large amount of data associated with shipping."; and

"18 Since technological advances, such as Internet of Things (IoT), big data, Artificial Intelligence (AI) and autonomous operation, present opportunities as well as challenges, their introduction needs to be considered carefully in order for them to be accommodated appropriately into the regulatory framework of the Organization. This involves balancing the benefits derived from advanced technologies against safety

and security concerns, the impact on the environment and on international trade facilitation, the potential costs to the industry, and finally their impact on personnel, both on board and ashore. At the same time, considering the possibility of useful utilization of big data associated with shipping, IMO should consider a way forward for a more data-driven approach to the decision-making process such as amending and developing regulations."

Action requested of the Council

13 The Council is invited to consider the proposal in this document to revise paragraphs 12, 17 and 18 of annex to C 117/3, as shown in paragraph 12 above, and to take action as appropriate.
