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EXTERNAL RELATIONS

(c) Report on World Maritime Day 2007

Submitted by Brazil

SUMMARY

<i>Executive summary:</i>	This document reports on the IMO's World Maritime Day "parallel" event hosted by the Government of Brazil
<i>Action to be taken:</i>	Paragraph 19
<i>Related documents:</i>	C/ES.24/12(c) and Circular letter No.2782

IMO's World Maritime Day parallel event in Salvador, Bahia, Brazil

1 It was with great honour and satisfaction that Brazil hosted in Salvador, capital of the State of Bahia, on 14 and 15 September last, the World Maritime Day parallel event 2007 for the first time held on the American continent.

2 The event, which was organized by the Brazilian Navy, as the Maritime Authority in the country, consisted of a workshop held throughout 14 September, on Vila Galé Marés' resort situated in the vicinity of Salvador, which culminated with a dinner reception in the same place. The programme was concluded the following day with a cultural tour in Salvador followed by a reception on board the Brazilian Navy Tall Ship **Cisne Branco**.

3 The IMO Secretary-General and the Commander in Chief of the Brazilian Navy attended the full two days, as well as the Chairman of the Council, the Chairman of the MEPC and the Director of IMO's Maritime Safety Division. The Minister of State for Defence, the Deputy Governor of the State of Bahia and the Chief Executive Officer of TRANSPETRO were among the authorities of the Brazilian Government present at the event's opening and morning lectures.

The workshop

4 Admiral Júlio Soares de Moura Neto, Commander in Chief of the Navy, opened the workshop by underlining the importance of the World Maritime Day's celebrations for Brazil, which recognizes IMO as the appropriate forum for the debate and the establishment of international law on all matters related to maritime activities. Admiral Moura Neto pointed out

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that Brazil is fully committed to abide by the international Conventions and related instruments. He recalled that Brazil is a country with a coastline that covers an area of more than 8,500 km, that more than 95% of Brazilian international trade relies on maritime transport and that the petroleum activity in the sea area corresponds to 85% of national production, making the Blue Amazon, besides an essential means of access and transportation, an invaluable patrimony to the country, which sovereignty and jurisdiction Brazil must ensure.

5 In order to achieve this, he pointed out that there is a need for a Maritime Power compatible with such responsibility and a Naval Power fully capable of defending the interests of Brazil in the sea, as well as the enforcement of national laws and regulations, along with international agreements ratified by Brazil. With respect to the measures adopted to avoid marine environment pollution, he stated that they are mainly preventive ones and related to the ship and platform's design. As to existing ships, Admiral Moura Neto declared that the Brazilian Navy has a team of specialized personnel to perform the functions of port and flag State controls, which adds a considerable level of efficiency to the task of banishing substandard ships from Brazil's jurisdictional waters or to prevent the traffic of ships that do not meet international requirements.

6 Following Admiral Moura Neto's opening address, IMO Secretary-General, Mr. Efthimios Mitropoulos, started his speech by drawing attention to the importance of the celebration of the World Maritime Day, conceived some 30 years ago, stating that the initiative to hold parallel events in other regions of the world was envisaged with the aim of revitalizing the Day, amongst other purposes. He mentioned that the Organization shares the growing global concern for our environment, and recognized that this is also a concern for Brazil and its citizens, even before 1992, when the country successfully hosted the "Earth Summit", in Rio de Janeiro.

7 The Secretary-General recalled that shipping still is the least environmentally damaging of all means of transport and that the MARPOL Convention contributes substantially to decreasing the amount of oil that enters the sea from ships. He paid a special tribute to Brazil for its action and co-operation on the "ballast water" issue, by recalling that the country hosted an IMO pilot project in Sepetiba, in the State of Rio de Janeiro, as part of IMO's Globallast Programme, where valuable experience was gained and later transmitted to other countries. He also mentioned the continuous contribution that Brazil makes to the work of the Organization, by participating on a regular basis in the meetings of the Committees and Sub-Committees of the Organization, and as a Member of its Council.

8 Mr. Mitropoulos also mentioned several contributions of IMO to the protection of the marine environment, quoting among other instruments, the 1996 Protocol to the 1972 London Convention, the studies on the use of harmful anti-fouling paints; the regulations on preparedness, response and co-operation in tackling pollution from oil; the right of States to intervene on the high seas, when necessary, to prevent or mitigate pollution in their waters; the regulations designed to ensure financial compensation to victims of oil pollution from ships; the issue of ship recycling and the new Nairobi International Convention on the Removal of Wrecks. As regards the atmospheric pollution caused by ships, the Secretary-General stated that it has been significantly reduced in the last decade and that IMO continues to work towards further reductions. He mentioned the progress achieved with the adoption in 1997 of Annex VI of MARPOL and the actions currently underway to bring it up to date. Regarding GHG emissions, Mr. Mitropoulos mentioned the IMO Study on GHG Emissions from Ships published in June 2000, now being updated, under the auspices of the MEPC. All these actions, according to the Secretary-General, contribute to ensure that IMO preserves its leading position as the regulator for international shipping, in co-operation with Governments, industry, civil society and

other relevant agencies of the United Nations and, thus, demonstrating that unilateral action, either on a regional or national level, is unnecessary, in the area of atmospheric pollution as well.

9 Finally, the Secretary-General stated that maritime activity has an important role to fulfil in the preservation and protection of the environment of our planet and pointed out that we must always have our thoughts on the future, in view of the fact that “the planet that sustains us and gives us life is a fragile entity and that our actions can, and do, have massive repercussions”.

10 After that, TRANSPETRO delivered a lecture on the maritime transport of hydrocarbons, followed by PETROBRAS, which spoke about the activities of exploration and exploitation of oil from the seabed, focusing on the environmental precautions taken by both companies, hence by Brazil, in order to comply with the provisions of Annex I of MARPOL 73/78, which deals with the Prevention of Oil Pollution from Ships. In the same morning, CONTTMAF (National Confederation of Transport Workers in Waterways, in Airways, in Fishing Activities and in Harbours) made a presentation on the role of the human element in the prevention of pollution caused by ships, with special attention to the reality of the Brazilian seafarer.

11 In the afternoon, two panels were held on the subject of Annex II of MARPOL 73/78 Convention (Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk), and on the new IBC Code (International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk), when presentations by CIARA (Camara de la Industria Aceitera de la Republica Argentina), ABIOVE (Brazilian Association of the Vegetal Oil Industries), ANP (National Petroleum Agency), USCG (United States Coast Guard) and ABECITRUS (Brazilian Association of Citrus Exporters) took place. Several issues were addressed on the occasion, such as the reclassification of vegetal oils and fuel oils derived from regenerative resources, maritime transport regulations of these substances, as well as modifications that must be introduced on ships carrying these substances, so as to prevent marine environment pollution.

12 After the conclusion of the aforesaid panels, SYNDARMA (National Union of Maritime Navigation Companies) presented its views on Annex VI of MARPOL 73/78 (Regulations for the Prevention of Air Pollution from Ships), and the measures being taken by shipowners and by the Brazilian ships in order to reduce air pollution. Finalizing the presentations, the Brazilian Maritime Authority spoke about the measures in place to prevent the pollution of the marine environment and to implement the Conventions adopted by the Organization, and described how the Brazilian Navy is preserving the oceanic islands and other ecologically sensitive areas under Brazilian responsibility.

13 The Commander in Chief of the Brazilian Navy and the IMO Secretary-General signed, at the conclusion of the workshop, a Memorandum of Understanding between the Brazilian Navy and the International Maritime Organization, formalizing the co-operation between the Parties on the implementation of technical assistance activities, in Latin American countries and in other Portuguese-speaking countries, so as to promote and facilitate the ratification and the effective and uniform implementation of the IMO conventions in those countries.

Receptions and cultural tour

14 A dinner reception took place in the evening, allowing the attendees to get together while watching a typical regional dance and music show.

15 The following day, Saturday, a cultural tour provided the participants with the opportunity to enjoy the historical beauty of Salvador city, first Capital of Brazil, and to visit a project site of the preservation and protection of Brazilian sea turtles carried out by the Brazilian Institute of the Environment and the Natural Renewable Resources (IBAMA).

16 The parallel event agenda continued in the evening, with a reception hosted by the Commander of the Navy on board the Brazilian Navy Tall Ship **Cisne Branco**. The guests were able to get together and exchange ideas on the issues discussed at the workshop, while enjoying a refined naval atmosphere.

Conclusion

17 The event was attended by more than 200 distinguished representatives of the Brazilian and international maritime community and a number of IMO Member States, with a special mention of the Deputy Governor of the State of Bahia, the Minister of Defence, the CEO of Transpetro, the Director of the National Petroleum Agency, Ambassadors of Member States, the Chairman of IMO's Council, the Brazilian Navy Commander of Naval Operations, the Permanent Representative of Brazil to IMO, the Commander of 2° Naval District in Salvador and the Director of Ports and Coasts.

18 Brazil felt honoured by the presence of all, in particular the Secretary-General of IMO, important members of its Secretariat and distinguished delegates of many Member States, flying in from their capitals to attend the World Maritime Day parallel event 2007.

Action requested of the Council

19 The Council is invited to take note of this report.
