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COUNCIL – 24th extraordinary session

C/ES.24/SR.4  
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**SUMMARY RECORD OF THE FOURTH MEETING**

**held at The Royal Lancaster Hotel, London W2 2TY  
on Friday, 16 November 2007 at 2.30 p.m.**

Chairman: Mr. J. FRANSON (Sweden)  
Vice-Chairman: Mr. D. NTULI (South Africa)  
Secretary-General: Mr. E. E. MITROPOULOS

A list of participants is given in document C.ES/24/INF.1.

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**AGENDA ITEM 10 – CONSIDERATION OF THE REPORT OF THE LEGAL COMMITTEE  
(C/ES.24/10 and C/ES.24/10/1) (continued)**

Mr. IKIARA (Kenya) commended the committee for its outstanding work over the previous biennium, especially on the Nairobi International Convention on the Removal of Wrecks, which had been adopted at the international conference hosted by Kenya in 2007.

Mr. VASSALLO (Malta) asked, with respect to paragraph 42 of document C/ES.24/10, whether it had been agreed to develop further a convention or guidelines, or both. Referring to the last sentence on the need for States to concentrate on the effective implementation of existing treaty law regimes, he observed that some States might still require guidelines to help them to develop their own procedures and facilitate harmonization.

Mr. ANASTASAKOS (Greece) informed the Council that Greece was finalizing its ratification of the HNS Convention and had identified three priorities. Firstly, the remit of the Focus Group established by the Assembly of the IOPC Funds should be restricted to solving the three predefined outstanding issues, namely contributions to the LNG account, the concept of “receiver” and the non-submission of reports on contributing cargo. Secondly, just as it was considered important to ratify the IMO Convention in order to convey the right message to the world maritime community, Greece considered that the benefits of ratifying and implementing the HNS Convention far outweighed the potential drawbacks of technical delays. Finally, Greece agreed that it was important to maintain the principle of shared responsibility of shipping and cargo interests.

Mr. NTULI (South Africa) thanked the Secretariat for its contribution and guidance to the work of the Legal Committee and Panama for hosting the ninety-third session of the Legal Committee. The report demonstrated the focus and leadership the Legal Committee provided to the legal work of the Organization.

Mr. DAVENA (Brazil) fully concurred with the chairmen’s recommendation to review each committee’s guidelines on work methods on the basis of the principles listed in document C/ES.24/10/1, in particular with respect to paragraph 3.2. He suggested that the amendment proposed by Brazil, approved by the Legal Committee at its meeting in Paris in 2006, should be taken into consideration during the review process and that an appropriate text should be drafted to harmonize committee guidelines. The Brazilian proposal envisaged a better representation of Member States in the decision-taking process at intersessional group level but, as it was not always possible for governments to send experts to participate in such groups, a solution might be to have an intersessional group in association with a correspondence group.

Mr. HAMMER HANSEN (Denmark) echoed the views expressed by Greece on ratifying the HNS Convention and shared responsibility.

Mr. DOMÍNGUEZ (Panama) thanked the Secretary-General for his report, the Chairman of the Legal Committee for his work, all Member States that had expressed their appreciation for Panama’s hosting of the meeting and the Secretariat for its assistance in preparing and conducting the meeting.

Mr. NYGAARD (Norway), commenting on paragraphs 14-16 with regard to the HNS Convention, emphasized the importance of the work to be carried out by the Focus Group. It was vitally important that the convention be ratified and enter into force and the problems identified in the report, which were critical to its future, must therefore be resolved.

Mr. SASTRAWAN (Indonesia) joined in thanking the Legal Committee for its hard work and the Governments of Kenya and Panama for hosting two important IMO meetings. With regard to the concern raised by Indonesia at the Legal Committee's previous session about dispute settlement mechanisms contained in the Wreck Removal Convention, he said that Indonesia would liaise further with the Secretariat, as the Legal Committee had suggested. Indonesia supported the submission of the Legal Committee's report to the Assembly.

Mr. SHAFIQULLAH (Bangladesh) drew attention to the issue of the free movement of seafarers. Following the attack of 11 September 2001, some countries had drawn up a blacklist of mainly Muslim countries, and consequently seafarers in those countries often faced severe problems in obtaining visas to join or leave ships, which had implications for shipping movements. He requested the committee to look into the matter before the situation worsened for shipping in the future.

The CHAIRMAN invited Brazil and Bangladesh to submit documents expressing their concerns to the ninety-fourth session of the Legal Committee.

He invited the Council to note the information set out in document C/ES.24/10 and document C/ES.24/10/1, as well as that provided orally by the chairman of the Legal Committee and the Secretary-General.

In particular, he invited the Council to note the committee's decision to update its work programme with the introduction of several amendments, within the context of the Organization's Strategic Plan; the committee's actions with respect to amendments to the Guidelines on Work Methods and Organization of Work of the Legal Committee, relating to the Strategic Plan, as well as to the recommendations of the meeting on work methods of the Committees of the Organization, which took place on 22 June 2007; the committee's decision to reduce the number of its sessions in the 2008-2009 biennium from four to three; and to approve the report of the committee's ninety-third session in general, and to transmit it, with its comments and recommendations, to the twenty-fifth session of the Assembly, in accordance with article 21(b) of the IMO Convention.

Finally, he invited the Council to express deep appreciation to the Government of Panama for hosting the meeting and supporting it financially; and to the committee's chairman and officers, as well as the IMO staff involved, for their contribution to the successful outcome of LEG 93.

**It was so decided.**

**AGENDA ITEM 11 – REPORT OF THE COUNCIL TO THE ASSEMBLY ON THE WORK OF THE ORGANIZATION SINCE THE TWENTY-FOURTH REGULAR SESSION OF THE ASSEMBLY (C/ES.24/11)**

The SECRETARY-GENERAL said that document C/ES.24/11 presented the Council with the final draft of his report to the Assembly on the work of IMO since the twenty-fourth regular session of the Assembly, in response to the request made by the Council at its ninety-eighth session in June. The draft now before the Council for consideration and approval had been duly updated.

In accordance with previous practice, the draft had been circulated to all Member Governments in connection with the current extraordinary session of the Council and the twenty-fifth regular session of the Assembly. Any changes that the Council might make to the draft would be reported to the Assembly in an appropriate manner.

The CHAIRMAN invited the Council to note the information set out in document C/ES.24/11 and that provided orally by the Secretary-General.

He further invited the Council to approve the report, as amended, for submission to the twenty-fifth session of the Assembly.

**It was so decided.**

**AGENDA ITEM 12 – EXTERNAL RELATIONS:**

**(a) RELATIONS WITH THE UNITED NATIONS AND THE SPECIALIZED AGENCIES (C/ES.24/12(a), C/ES.24/12(a)/1, C/ES.24.12(a)/2 and Add.1)**

The SECRETARY-GENERAL said that owing to time constraints he would not introduce document C/ES.24/12(a), concerning the United Nations Chief Executives Board for Co-ordination (CEB), and document C/ES.24/12(a)/1, relating to the United Nations Open-ended Informal Consultative Process on Oceans and the Law of the Sea (ICP), but would answer questions on their content. However, he would introduce documents C/ES.24/12(a)/2 and its addenda concerning piracy and armed robbery against ships off Somalia.

He recalled that at the ninety-eighth session of the Council he had highlighted the worrying increase in the number and nature of incidents of piracy and armed robbery against ships reported in waters off the coast of Somalia. At the Council's request, he had sought, through the United Nations Secretary General, the further engagement of the Security Council with a view to their requesting the Transitional Federal Government of Somalia to take appropriate action to prevent and suppress acts of piracy and armed robbery against ships, including consenting to ships, as defined in article 107 of UNCLOS, entering Somalia's territorial waters when engaging in operations against suspected pirates and armed robbers.

Paragraphs 9 to 13 of document C/ES.24/12(a)/2 set out the actions he had taken pursuant to that request, while paragraphs 14 and 15 referred to subsequent action taken by the Security Council and the United Nations Secretary General. In addition, the United Nations Secretary General, in his report to the Security Council on the situation in Somalia (document S/2007/658 of 7 November 2007, extracts of which appeared in annex 2 to document C/ES.24/12(a)/2/Add.1) had restated his concern at the continuing piracy off the coast of Somalia and its adverse impact on the safe delivery of humanitarian assistance and commercial shipping. Bearing in mind that the Transitional Federal Government lacked the capability to combat piracy, he reiterated the call to Member States of the United Nations with naval and military assets in the region to take action, in consultation with the Transitional Federal Government, to protect merchant shipping, with a particular focus on vessels transporting humanitarian aid.

On 9 November 2007, the United Nations Secretary General had written to him confirming that he had transmitted his letters of 5 July and 18 September 2007 to the President of the Security Council, requesting that they be brought to the attention of the Council and

requesting IMO to send a delegation to Nairobi and Somalia to discuss the specific requirements of the Transitional Federal Government of Somalia with a view to enhancing its capacity to combat piracy.

The situation in Somalia had not improved, with attacks against ships and hijackings continuing to occur and seafarers and other mariners continuing to be abducted and held hostage for ransom. Somali territorial waters and coasts had become a safe haven for pirates and armed robbers. The representative of the Transitional Federal Government of Somalia, when addressing the previous session of the IMO Assembly, had stated that local militias habitually harassed commercial shipping in Somali waters and had advised that his government did not have the resources to take action against pirates and armed robbers operating in its coastal waters.

A review of the incidents that had occurred since November 2005 indicated the difficulty faced by the Transitional Federal Government of Somalia in addressing the situation. He himself had written, to no avail, to that government on a number of occasions when hijacked ships had been taken into the Somali territorial waters. The previous week IMO had received separate communications from Somalia's Ministry of Ports and Marine Transport, Minister of Reconstruction and Resettlement and acting Minister of Fishery and Marine Resources, requesting the Organization's assistance in dealing with piracy and armed robbery against ships and other unlawful acts, as the situation was beyond them.

In view of such developments, and while the recommendations set out in resolution A.979(24) continued to be sound and relevant, it was necessary to bring the matter to the attention of the Assembly by means of a new resolution, the text of which could be found in the annex to document C/ES.24/12(a)/2. Its purpose was to raise awareness of the situation off the Somali coasts, to encourage flag States to continue providing specific instructions to their ships and to foster co-operative arrangements to reduce the likelihood of further incidents.

The draft resolution requested the Transitional Federal Government of Somalia, the Council and the Secretary-General to take appropriate action within their remit, and in particular the Maritime Safety Committee to undertake a comprehensive review of the existing guidance provided by the Organization in relation to issues of piracy and armed robbery against ships. It also sought the Assembly's authorization for the Secretary-General to bring the issue once again to the attention of the United Nations Secretary General for him to take appropriate action. In addition, it foresaw the provision of technical assistance to Somalia and nearby coastal States to help them to assist the maritime community when sailing through waters off the coast of Somalia.

In light of the letter he had received from the United Nations Secretary General two weeks previously, he suggested that an additional preambular paragraph should be included in the proposed draft Assembly resolution, noting with appreciation the action taken by the United Nations Secretary General in response to the request made by the Council at its ninety-eighth session, and noting in particular Council's request to convey the Organization's concerns to the President of the Security Council so that he might bring the matter to the attention of the Security Council.

While mindful of the essentially technical and regulatory character of the Organization, he was also fully aware that political connotations were unavoidably linked with the situation in Somalia. The maritime community was facing a unique, extraordinary and complex situation which required an exceptional response, and he was confident that the Council would rise to the occasion and approve the action it was invited to take, in particular by commending the draft resolution to the Assembly for adoption.

He had endeavoured to invite Somalia's Transitional Federal Government to send representatives to attend the current Council and Assembly sessions but was unable to advise whether his invitation had been accepted.

Mr. POLDERMAN (Netherlands) drew attention to the significance of paragraph 5 of document C/ES.24/12(a)/1 informing the Council that the ninth ICP meeting to be held in 2008 would focus its discussions on maritime security and safety. The Netherlands commended the Secretary-General and his staff for its proactiveness in consulting with the United Nations Division for Ocean Affairs and the Law of the Sea with respect to IMO's contribution to that meeting. Since the focus of ICP 2008 would concern the core business of the IMO, it was important to ensure that the outcome of that process was in line with and instrumental to IMO's vision, mission and strategic directions, and sent the right messages to the colleagues involved. He also underlined the importance of the Maritime Safety Committee's invitation to Member Governments to liaise with their relevant UN representatives at national level so that they became involved in the preparation process from the United Nations side, as reflected in paragraph 23.7 of the report of MSC 83.

Mr. LEGROUX (France) thanked IMO and the Secretary-General for their efforts in the area of combating piracy, and welcomed the draft resolution under discussion. Legal agreements ensured the existence of a complete and coherent legal framework in the region, involving flag States, intervening States and Somalia, which was essential. As stated by the President of France, the safety of vessels carrying aid on behalf of the World Food Programme was of particular concern. In operative paragraph 6.3 of the draft resolution contained in document C/ES.24/12(a)/2, he therefore proposed amending "relevant requests" to read "urgent requests", and adding "to this end it recognizes the need to conclude formal agreements with the States involved, and for those States to conclude agreements with flag States whose vessels are chartered by the World Food Programme".

Mr. OLIMBO (Italy) said that in the third millennium it was hard to accept that piracy was once again the main threat to shipping, with acts of piracy leading to both the death of seafarers and the loss of essential humanitarian aid provided through the World Food Programme. IMO continued to have a role to play in the protection of international shipping. He therefore endorsed the Secretary-General's actions and supported the draft resolution. The situation was of importance for humanitarian, political and security reasons. The United Nations Security Council must therefore be kept apprised of the situation, and Italy would raise the issue during its presidency of the Security Council in December 2007. Increased co-operation between Member States in maritime security training and development, intelligence exchange, naval exercises and technical assistance would improve security in the region. In addition, the Somali crisis related to land-based crimes such as smuggling, weapons contraband and money laundering. In order to combat those crimes, IMO should work closely with other bodies such as the United Nations Convention on Transnational Organized Crime, not so as to dilute the work of IMO, but to ensure a holistic, global and timely solution to the problem.

Mr. ANASTASAKOS (Greece) thanked the Secretary-General for the actions he had taken pursuant to the Assembly resolutions and Council decisions concerned with combating the increasing numbers of incidents of piracy and armed robbery, which had seriously affected both the region and also international seaborne trade and maritime safety and security. He therefore welcomed the Secretary-General's assessment of the situation and supported both the draft resolution and the referral of the matter to the United Nations Security Council.

Mr. ESPIRITU (Philippines) expressed concerns regarding the continuing and increasing incidences of piracy and armed robbery off the coast of Somalia, especially the number of seafarers being put at risk and the number of ships being hijacked for ransom; only two weeks previously a ship carrying crew members from the Philippines, Republic of Korea and Myanmar had been hijacked. He therefore supported all the Secretary-General's actions, including the proposed draft resolution.

With regard to the letter received from the United Nations Secretary General dated 9 November 2007, suggesting that IMO should send a delegation to Nairobi and Somalia, he asked what the implications of such a visit would be in terms of technical assistance to Somalia and neighbouring countries. He also suggested using IMO's experience in the Straits of Malacca and Singapore to establish a co-operative mechanism involving the relevant stakeholders.

Mr. DOMÍNGUEZ (Panama) said the recent incident as described by the representative of the Philippines was just one example of piracy against a ship flying the Panamanian flag, and as such he welcomed actions such as those taken by the Secretary-General and the proposed involvement of the United Nations Security Council.

Mr. IKIARA (Kenya) said that, since 2005, Kenya had been concerned by the threat to regional and international trade and security, owing to the acts of piracy and armed robbery off the coast of Somalia. As such, Kenya had hosted a regional meeting in February 2006 on a regional approach to piracy and armed robbery in the Indian Ocean. The joint communiqué issued at that meeting had encouraged States in that region to help ensure safety in the waters off the Somali coast. Technical, financial and human resources should be offered to the Transitional Federal Government of Somalia and neighbouring countries in order to reduce piracy and increase co-operation with international forces in that area.

Kenya had prosecuted 10 pirates who had hijacked an Indian vessel, had provided escorts to merchant and cruise ships, and had increased the number of patrols in Kenya's economic zone. There had been increased inter-agency collaboration and co-operation, including under the United States' anti-terrorism assistance programme, and Kenya would further collaborate with the international community to host any necessary meeting to develop subregional instruments of co-operation under IMO. He recalled Kenya's involvement in the Somali peace process and in the creation of the Somali Transitional Federal Government, and encouraged countries with trade interests in the region to provide financial support to that government to increase capacity and tackle piracy.

In conclusion, he supported the draft resolution, and the involvement of the United Nations Security Council.

Mr. HAMMER HANSEN (Denmark) reiterated concerns expressed at the eighty-third session of the Maritime Safety Committee regarding the increase in the number of attacks in Somali coastal waters. He welcomed the Secretary-General's initiative to involve the international community. Denmark had joined States including Jamaica, Japan, Kenya, Marshall Islands and Singapore in calling on the Secretary-General to propose an updated draft resolution in that respect, as international initiatives and collaboration were important in preventing piracy. Encouraging other Member States to do likewise, he therefore supported the draft resolution, and hoped the United Nations Security Council would take further action in that regard.



Mr. LANTZ (United States) expressed concern regarding the increased number of attacks, in particular on passenger vessels and those carrying humanitarian aid under the World Food Programme. Loss of life, hijacking of ships, kidnapping of crew, and loss of aid were deplorable, and as such he supported the Secretary-General's actions and encouraged Member States to improve their maritime security efforts. An improved international legal framework, and the application of domestic legislation, was also required. The draft resolution was a step in the right direction, and the United States was prepared to provide both experts and resources to bilateral efforts and regional and subregional meetings.

Mr. LIM (Republic of Korea) endorsed the initiatives of the Secretary-General and said that the international community should work together to combat piracy and armed robbery, as they threatened international security. The piracy in Somali waters was cruel and indiscriminate, affecting a wide range of vessels and without regard for the life of seafarers. The Somali Transitional Federal Government was not able to deal with the issue, and greater assistance should be provided to improve the relevant international legal framework. Lack of legal capacity should not be an excuse for limited efforts to combat piracy. The scope of the current framework had been demonstrated by the intervention of American vessels in the recent incident mentioned by the representatives of the Philippines and Panama. He supported the adoption of the draft resolution, as it would lead to greater international efforts to combat piracy in that region.

Mr. ALOHALY (Saudi Arabia) welcomed document C/ES.24/12(a)/2 and addendum 1, but noted that paragraph 7 of the draft resolution contained therein listed extradition as one of various measures required to be taken. While supporting the resolution overall, he reminded the Council that the extradition of perpetrators was governed by national legislation, such as that existing in Saudi Arabia.

Mr. CHANDRA (India), Mr. AMMAR (Egypt), Mr. HUNTER (United Kingdom), Mr. YOSHIDA (Japan), Mr. PANEVKIN (Russian Federation), Mr. BRUCE (Marshall Islands, observer), Mr. BRADY (Jamaica, observer) and Mr. AZUH (Nigeria, observer) thanked the Secretary-General for his initiatives and supported the submission of the draft resolution, as amended by France, to the Assembly.

Mr. VASSALLO (Malta) said piracy affected life at sea and undermined the freedom of navigation, which was unacceptable. He therefore supported the past, present and future actions to combat piracy, including the adoption of the draft resolution under discussion. He expressed particular thanks to IMO, the coalition forces and the International Maritime Bureau for their assistance in resolving recent attacks on Maltese vessels.

Mr. ZHANG (China) said his country supported efforts to combat piracy and armed robbery as long as they were carried out in accordance with international law. He encouraged the ongoing monitoring of the situation and any action taken with the consent of the Somali Transitional Federal Government to strengthen maritime safety in the region.

Mr. NTULI (South Africa) reiterated the comments made by the representative of Kenya regarding collaboration with other international agencies to improve the technical capacity of Somalia and other countries in that region, in particular once the conflict in Somalia had been resolved.

With regard to document C/ES.24/12(a)/2, he proposed adding an additional paragraph after operative paragraph 7, which read "calls further upon the States in the sub-region to conclude a technical co-operation agreement to enhance their technical capacity to deal with piracy and armed robbery against ships along the coast of Somalia".

In addition, he proposed amending operative paragraph 8.4 to read “to mobilize resources with interested governments and organizations to provide technical assistance to Somalia and nearby coastal States to enhance aids to navigation of these States to give effect to the present resolution as appropriate”. Such an amendment ensured that it was not just a military solution being sought to the crisis.

Finally, he proposed amending operative paragraph 10 to read “in relation to the enhancement of capacity of the States to deal with threats to ships...”.

The SECRETARY-GENERAL said that he and his counterpart at the World Food Programme (WFP) had co-signed a letter to the Secretary-General of NATO that sought to formalize a system that had been in operation for some time with regard to NATO vessels sailing off the coast of Africa, namely that when the WFP chartered a ship to carry humanitarian aid to Somalia, it passed the particulars of the ship to a centre operating under NATO, which then monitored the progress of the ship’s voyage so that naval forces would be in a good position to provide assistance with maximum speed and minimum delay if the ship should be the subject of an attack. Any ship flying the flag of a country that did not belong to NATO would clearly be most welcome to provide assistance, which was why the request to the Somali Transitional Federal Government for consent for naval vessels to enter territorial waters to render assistance had not been specific in that regard. He and his counterpart at the WFP had held a joint press conference in order to explain the difficulties that the WFP faced as a result of the piracy threat. He had personally brought the matter to the attention of the Chief Executives Board for Co-ordination.

Recalling that the representative of the Philippines had spoken about the mobilization of the Integrated Technical Co-operation Programme (ITCP) to assist governments in the region, he wished to present a summary of the plan that had been prepared.

In 2005, IMO had organized a regional seminar in Yemen in which the countries of the Red and Arabian Seas had participated; in 2006, a regional seminar had been held in Muscat, Oman, to promote the issue of piracy and security in the Gulf of Aden and its vicinity. With respect to the United Nations Office at Nairobi, he intended to organize a meeting involving IMO and senior officials of the Somali Transitional Federal Government with a view to assessing how IMO could assist Somalia. A subregional workshop and/or seminar on combating piracy and armed robbery against ships was also being planned for the first quarter of 2008, involving Oman, Kenya, Yemen, Djibouti, Tanzania and Somalia. A subregional workshop and/or seminar on maritime security and protection of vital shipping lanes for States in the Gulf of Aden and Red Sea area would then be organized as a follow-up to the Muscat workshop.

A high-level meeting was to be held before the next session of the Council to prepare a draft regional agreement to combat piracy and armed robbery against ships in the Gulf of Aden, off the eastern coast of Africa, and in the western Indian Ocean. Subject to the results of that preparatory meeting, the Council might then decide to authorize him to convene a meeting in the latter part of 2008 for adoption of the appropriate agreement. Co-operation would be sought during development of the first part of the regional agreement so as to include provisions to enable the operations of the navies of third-party States. Lastly, following the adoption of a regional agreement, IMO would provide experts to advise States on the legislation necessary for them to become party to the agreement and for the establishment of the intergovernmental arrangements needed for implementation.

He offered reassurance to the representative of Panama that the Government of Somalia had provided consent. In reply to Kenya, he noted that the draft resolution was intended to go, not to the United Nations Security Council, but to the Secretary General of the United Nations, in order that he might determine what action was necessary and appropriate in the circumstances. He also noted that the Council was still awaiting a response from the Security Council to its previous request regarding consent for naval ships to enter territorial waters. He proposed inserting the words “subject to national law”, between commas, in the third line of paragraph 7, which he hoped would satisfy the concerns expressed by the representative of Saudi Arabia. He invited the representative of China to consider the preambular paragraph that began with the words “Respecting fully...”.

With regard to the substantive proposals made by South Africa in support of the Kenyan position, he strongly recommended that the Council allow the Secretariat to study the implications of the proposal before making such substantive additions. He noted that the issue of capacity enhancement was already addressed in subparagraph 8.4.

Mr. NTULI (South Africa) said that, having looked at subparagraph 8.4, he remained of the opinion that a programme to help enhance the capacity of coastal States along the Somali coast was lacking. There was also a lack of monitoring by the Council, which was important for the ability of those States to deal with the challenge of threats to shipping along the coast of Somalia in the long term. It was important to his delegation that the Council continuously monitor the progress of relevant capacity enhancement in that region.

The CHAIRMAN proposed that the South African delegation should raise the matter when the draft resolution was discussed in Committee 2, when there would be more time to engage in a constructive debate along those lines.

He invited the Council to note the information set out in document C/ES.24/12(a) and the information set out in document C/ES.24/12(a)/1, and to reiterate the invitation made by MSC 83 to Member Governments to liaise with their relevant UN representatives at the national level, asking them to participate in the preparation process on the UN side.

He invited the Council to note further the information set out in documents C/ES.24/12(a)/2 and its addendum, as well as that provided orally by the Secretary-General.

With regard to the latter, he invited the Council to unreservedly condemn and deplore all acts of piracy and armed robbery against ships, irrespective of where such acts have, or may, occur; to appeal to all parties which might be able to assist, to take prompt and effective action to ensure that all acts or attempted acts of piracy and armed robbery against ships are terminated forthwith and any plans for committing such acts are abandoned; and that any hijacked ships are immediately and unconditionally released and that no harm is caused to seafarers serving on them.

He further invited the Council to approve the proposed draft resolution on “Piracy and armed robbery against ships in waters off the coast of Somalia”, annexed to document C/ES.24/12(a)/2, and to submit it, as amended, to the twenty-fifth regular session of the Assembly for adoption; and to express its appreciation to the Secretary-General and his counterpart at the World Food Programme for their concerted efforts to prevent ships sailing off Somalia being the target of pirates and armed robbers, to all those who had, thus far, rendered assistance or responded to calls from ships under attack in waters off the coast of Somalia, and encouraged them, within their means and mandates, to continue to do so, and for the action taken by the United Nations Secretary General, in response to the Council’s request at its ninety-eighth session and, in particular, for bringing the Organization’s concerns to the attention of the Security Council.

Finally, he invited the Council to congratulate the Secretary-General for his timely and appropriate initiative in preparing the draft resolution referred to above.

**It was so decided.**

**(b) RELATIONS WITH NON-GOVERNMENTAL ORGANIZATIONS  
(C/ES.24/12(b) and Add.1-2, C/ES.24/12(b)/1 and Add.1-2)**

The SECRETARY-GENERAL, introducing document C/ES.24/12(b), said that applications for consultative status from the International Paint and Printing Ink Council (IPPIC) and the International Fund for Animal Welfare (IFAW) had been conveyed by the Council to both the Maritime Safety Committee (MSC) and the Marine Environment Protection Committee (MEPC) for advice. Both committees had agreed to recommend granting consultative status to IPPIC. However, while the MSC had recommended that IFAW should be granted such status unconditionally, the MEPC had recommended that it should be granted consultative status on a provisional basis for no more than two years, after which a review should be conducted.

The Council had conveyed the application for consultative status from the International Spill Control Organization (ISCO) to the MEPC for advice, which had agreed that consultative status should be granted on a provisional basis for no more than two years, after which a review should be conducted. Lastly, the Council had conveyed the application from the Global Maritime Education and Training Association (GlobalMET) to the MSC and the Technical Co-operation Committee (TCC) for advice. Although the latter had agreed at its eighty-third session to recommend that consultative status should be granted to GlobalMET, TCC's advice would not be available to the Council until its 100th session.

Introducing document C/ES.24/12(b)/Add.1, he said that the Latin American Shipowners Association (LASA) had requested to withdraw its consultative status with IMO but retain its privileged access to IMO documents, which would enable it to remain up to date and well-informed of IMO's activities.

Introducing document C/ES.24/12(b)/1, he said that the Council had identified three organizations at its ninety-eighth session whose attendance at IMO meetings had been unsatisfactory or otherwise not in accordance with the "Rules Governing Relationship with Non-Governmental Organizations". The International Maritime Health Association (IMHA), Iberoamerican Institute of Maritime Law (IIDM) and the International Bar Association (IBA) had all been advised by letter of the Council's decision to note their poor attendance record at IMO meetings; the responses received from all three organizations were reproduced in annexes 1 and 2 to document C/ES.24/12(b)/1/Add.1 and in the annex to document C/ES.24/12(b)/1/Add.2.

Mr. APPEL (International Bar Association, observer) apologized for the unsatisfactory attendance of his organization; he emphasized that his organization was keen to retain its consultative status. He noted that 130 members of his association had attended a session on piracy and armed robbery against ships organized as part of the association's 2007 annual conference in Singapore.

Mr. CHRYSOSTOMOU (Cyprus), supported by Mr. VASSALLO (Malta), said that although he had no objection to the continuation of IBA's consultative status, he was concerned that the letter reproduced in the annex to document C/ES.24/12(b)/1/Add.2 did not confirm receipt of the written letter from IMO referred to by the Secretary-General, but only to a telephone call. He was particularly concerned that the IBA Maritime and Transport Law Committee had professed that it had not been aware of IBA's consultative status with IMO; since

it was the IBA as a whole and not its Maritime and Law Committee which enjoyed consultative status, he would like to see a letter from IBA confirming that all its members have been made aware of their organization's consultative status with IMO.

The CHAIRMAN said he took it that the representative of IBA would take note of the intervention by the representative of Cyprus and ensure that his organization responded appropriately. He also took it that the Council wished to retain the consultative status of IBA.

He invited the Council to note the information set out in documents C/ES.24/12(b) and its addenda, and C/ES.24/12(b)/1 and its addenda, as well as that provided orally by the Secretary-General.

He further invited the Council to grant consultative status to the International Painting and Printing Ink Council (IPPIC); to grant consultative status to the International Fund for Animal Welfare (IFAW), on a provisional basis, for no more than two years, after which a review should be conducted; to grant consultative status to the International Spill Control Organization (ISCO), on a provisional basis, for no more than two years, after which a review should be conducted; and to defer its decision with regard to the application for consultative status of the Global Maritime Education and Training Association (GlobalMET) to C 100, pending its consideration by the Technical Co-operation Committee at its fifty-eighth session in June 2008.

He then invited the Council to note the decision of the Latin American Shipowners' Association (LASA) to withdraw its consultative status and agreed to its request to maintain its privileged access to IMO documents.

Finally, with regard to the periodic review of organizations in consultative status with IMO, he invited the Council to convert the provisional consultative status granted to the International Maritime Health Association (IMHA) to full consultative status; to retain the consultative status of the Iberoamerican Institute of Maritime Law (IIDM); and to retain the consultative status of the International Bar Association (IBA).

**It was so decided.**

**(c) REPORT ON WORLD MARITIME DAY (C/ES.24/12(c) and Add.1-3)**

The SECRETARY-GENERAL, introducing the report on the arrangements made to celebrate World Maritime Day 2007 (document C/ES.24/12(c)), said that the theme for 2007 had been "IMO's Response to Current Environmental Challenges". Appropriate background information had been prepared and circulated to Member Governments and relevant organizations and posted on the IMO website. He noted that, for the first time, it had been possible to download copies of his message on the Day in the Organization's six official languages from the IMO website. The practice of sending a cassette recording of the same message had thus been discontinued.

World Maritime Day had been officially celebrated on 27 September. In view of the continuing refurbishment of IMO headquarters, the traditional reception in London, which had been attended by many distinguished guests, had again been held at the Banqueting House, Whitehall, courtesy of the United Kingdom Government; he wished to thank the United Kingdom for making such a splendid venue available.

From information available, it could be concluded that World Maritime Day had been appropriately observed in many Member States and by many organizations associated with the Organization. Information about the 2007 celebrations was provided in document C/ES.24/12(c)/Add.1; since that document had been issued he had been informed that the Day had also been observed by the Governments of Fiji and Myanmar and by the International Organization for Standardization (ISO).

On behalf of the Organization and on his own behalf he wished to convey his sincere appreciation to all those who had lent their support to the commemoration of World Maritime Day 2007. Particular thanks were due to all those Members that had organized special events for the occasion and informed the Secretariat in advance of those activities. The co-operation and enthusiasm shown by all involved had contributed to the success of the Day, which continued to be a source of inspiration and encouragement to the world maritime community and the Secretariat.

Referring to paragraph 5 of document C/ES.24/12(c), he said that a full report on the parallel event organized by IMO in conjunction with the Government of Brazil on 14 September 2007 had been submitted in document C/ES.24/12(c)/Add.2. The Government of Brazil had gone to great lengths to ensure the success of the event, with many ministers, the heads of the Brazilian Navy and other dignitaries attending. He extended his thanks and appreciation to all those who had participated in and contributed to the splendour of the celebration.

In accordance with established practice, arrangements were being made for the celebration of World Maritime Day 2008, for which the theme would be “IMO: 60 years in the service of shipping”. He thanked the Government of Greece for offering to host the 2008 parallel event in Athens.

Mr. DAVENA (Brazil), introducing document C/ES.24/12(c)/Add.2, said that Brazil had hosted the World Maritime Day Parallel Event 2007, the first time that a parallel event had been held on the American continent. The event had consisted of a workshop with a series of presentations focusing on the theme of the 2007 Day. More than 200 distinguished representatives of the Brazilian and international maritime community had attended.

The CHAIRMAN said that the representative of the International Maritime Pilots' Association (IMPA) had informed him that document C/ES.24/12(c)/Add.3 was to be taken as read.

Mr. ANASTASAKOS (Greece) thanked the Secretary-General for his report on World Maritime Day 2007 and for all those who had contributed for its successful implementation. In addition, he thanked the Government of Brazil for successfully hosting the parallel event. His country would be pleased and honoured to host the 2008 World Maritime Day Parallel Event in Athens and add its contribution to IMO's celebrations on its sixtieth anniversary. On Sunday 21 September 2008, guests would be invited to assist in a ceremony during which the President of the Hellenic Republic would unveil the International Memorial to the Wife of the Seafarer. He hoped that the Council would wish to grant Greece the honour requested.

Mr. LANTZ (United States) said that his delegation was pleased to be able to convey his government's offer to host the 2009 World Maritime Day Parallel Event.

Mr. POLEMANN (Argentina) said that he was honoured to be able to confirm his country's offer to host the 2010 World Maritime Day Parallel Event. Argentina would be celebrating the bicentenary of its birth as a sovereign nation that year; linking the bicentennial celebrations with the celebration of a World Maritime Day parallel event would serve to commemorate Argentina's longstanding maritime connection.

Mr. CHEOK HONG (Singapore) wished to put on record his congratulations to Brazil on its successful hosting of the World Maritime Day Parallel Event for 2007, which Singapore had been delighted to attend. Brazil's success in hosting the event had achieved the aim of increasing awareness of the importance of shipping in the region.

The CHAIRMAN invited the Council to note the information set out in documents C/ES.24/12(c) and its addenda, as well as that provided orally by the Secretary-General and the representative of Brazil, reporting on World Maritime Day 2007; to note that World Maritime Day 2007 had been a great success and extended its appreciation to all those involved in the preparation and arrangements made for its celebration; to note, in particular, the very worthwhile contributions, which various Member Governments, organizations and individuals had made to the success of the Day by their attendance at the reception held in the Banqueting House, and through other events organized by them and the messages sent to the Secretary-General on the occasion; and to join the Secretary-General in expressing appreciation to all those governments, organizations and individuals, as well as to the host government, for once again providing the Banqueting House for the event, during the refurbishment of the headquarters building.

He also invited the Council further to join the Secretary-General in expressing appreciation to those Members and organizations that had responded to the call for revitalizing World Maritime Day by organizing special events to mark the Day, and for informing the Secretariat, in advance of the Day, of those activities; and encourage more Members to do likewise in the future.

Finally, regarding the third World Maritime Day parallel event, he invited the Council to note that it was successfully organized, jointly by IMO and the Government of Brazil, in Salvador, on 14 September 2007, and to express its appreciation to the Government of Brazil for hosting the event and to the Member Governments, international organizations and the media, which sent representatives to it; to note the special event, jointly organized, in London, by the Honourable Company of Master Mariners (HCMM) and the International Maritime Pilots' Association (IMPA), and join the Secretary-General in thanking both bodies for their initiative, which had contributed to the success of the Day; and to accept, with appreciation, the offer by the Government of Greece to host the 2008 parallel event in Athens to coincide with the unveiling of the International Memorial to the Wife of the Seafarer on 21 September 2008, and accept, with appreciation, the offers by the Government of the United States to host the 2009 World Maritime Day parallel event and by the Government of Argentina to host the 2010 World Maritime Day parallel event.

**It was so decided.**

**(d) RELATIONS WITH INTERGOVERNMENTAL ORGANIZATIONS  
(C/ES.24/12(d))**

The CHAIRMAN informed the Council that uncertainty had arisen as to whether the Marine Investigators' International Forum (MAIIF) had IGO or NGO status and therefore suggested that consideration of that item should be deferred to the 100th session of the Council.

The SECRETARY-GENERAL said that a draft Agreement of Co-operation had been developed in consultation with the Secretariat of the Regional Co-operation Agreement on Combating Piracy and Armed Robbery against Ships in Asia – Information Sharing Centre (ReCAAP-ISC). It followed the pattern of similar agreements concluded by IMO with other intergovernmental organizations and had been endorsed by the Council of ReCAAP-ISC. If approved by the Council, the Agreement would be submitted to the Assembly the following week for final approval.

Mr. CHEOK HONG (Singapore) said that the ReCAAP-ISC initiative was the first intergovernmental initiative aimed at combating piracy and armed robbery against ships in the Asian region. Formally recognized as an international organization in January 2007, ReCAAP-ISC, which Singapore was pleased to host, had become fully operational within seven months of its operational launch in November 2006, ahead of schedule.

His delegation was convinced that ReCAAP-ISC was able to play a unique role in international efforts against piracy and armed robbery, firstly, through information exchange between ReCAAP-ISC and the Contracting Parties' focal points – agencies that could either respond to incidents or call on law-enforcement agencies to do so; the focal points were all linked to each other, as well as to ReCAAP-ISC, via the latter's information network system. Secondly, the network of focal points enabled ReCAAP-ISC to verify information on incidents and produce detailed reports on subsequent law-enforcement investigations and their outcomes, published regularly each month since December 2006. His government was confident that that would help ReCAAP-ISC to build up its expertise and experience in the area of research analysis of the situation of piracy and armed robbery situation in Asia. Thirdly, ReCAAP-ISC used its capacity-building efforts to help improve the ability of the Contracting Parties to combat piracy and armed robbery against ships in the region. A capacity-building workshop for focal point operators had been held recently in Singapore on 25-26 October 2007, and the ReCAAP-ISC Governing Council, at a special meeting held in July 2007 in Singapore, had confirmed the value of operational working relationships with all relevant stakeholders for the Asian maritime community.

A formal Agreement of Co-operation between IMO and ReCAAP-ISC would enable both parties to exchange information, co-ordinate programmes of work and co-operate on other methods of common interest, and could serve as a reference for similar applications in other regions in the world. His delegation therefore fully supported the draft Agreement of Co-operation, confident that would result in a mutually beneficial partnership for both parties.

Mr. SHAFIQULLAH (Bangladesh) said that in view of the excellent task that ReCAAP-ISC performed in the Asia and Pacific region to combat piracy and armed robbery against ships, his delegation strongly supported the draft Agreement of Co-operation to be concluded between ReCAAP-ISC and IMO, and believed that IMO and ReCAAP-ISC would benefit mutually from the Agreement.

The CHAIRMAN invited the Council to note the information set out in document C/ES.24/12(d) and that provided orally by the Secretary-General; to approve the proposed Agreement of Co-operation between IMO and the Regional Co-operation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP-ISC), for submission to the twenty-fifth regular session of the Assembly; and to defer consideration of the proposed Agreement of Co-operation between IMO and the Marine Accident Investigators' International Forum (MAIIF) to its 100th session.

**It was so decided.**



**(e) JOINT INSPECTION UNIT (C/ES/24/12(e))**

The SECRETARY-GENERAL said that document C/ES.24/12(e) provided information on the Joint Inspection Unit (JIU) report on its recent review of management and administration in IMO conducted in the framework of the JIU work programme for 2007. A team of two inspectors and two research assistants had visited the Secretariat from 30 April to 4 May 2007 to have discussions with senior management, including himself and other members of staff dealing with operational areas of the Secretariat. Full co-operation had been extended to the JIU team for the review and all documentation and other information requested by them had been made available.

As the present extraordinary session of the Council concerned matters which the Council was required either to report to the Assembly or forward for its consideration, and also in view of time constraints, the full JIU report, contained in JIU/REP/2007/7, would be submitted to the Council at its 100th session in June 2008 and would include any comments he might have on it. However, the three recommendations addressed to the legislative bodies of the Organization – out of the eleven recommendations in the report – had been reproduced in document C/ES.24/12(e) for the information of the Council.

Mr. INOMATA (Joint Inspection Unit) said that the report on the review of management and administration in IMO, issued on 23 August 2007 as JIU/REP/2007/7 and referred to in document C/ES.24/12(e) dated 1 October 2007, was the first such in-depth review undertaken by JIU and would be submitted for substantive consideration together with the Secretary-General's response thereon at the 100th session of the Council in June 2008.

Since 1966, the JIU had functioned as the only independent external system-wide oversight body of the United Nations. Jointly established among 27 participating organizations, including programmes, funds and specialized agencies of the United Nations system, the unit provided the legislative bodies of those organizations with independent views through inspection and evaluation aimed at improving management methods and achieving greater co-ordination between the organizations.

The main aim of the unit was to ensure that the activities of the organizations were undertaken in the most efficient and effective way and that the optimum use was made of available resources. The JIU's recommendations were intended to improve governance and management and to ensure that organizations kept pace with developments and current practices. Currently more emphasis was placed on system-wide co-ordination issues, as had been requested by the United Nations General Assembly since 2004.

The review had been undertaken by JIU as part of its series of comprehensive reviews conducted within the United Nations system. Their main aim was to identify avenues for improvement in management and administration, particularly in the areas of results-based management, governance, planning, programming and budgeting, human resources management, information management and oversight services. With regard to IMO, the review had also included verification of the status of implementation of major reform proposals submitted in 2001 by the external consultant MANNET.

IMO provided the machinery for co-operation among States in the field of governmental regulation and practices relating to technical matters affecting shipping. In furtherance of its achievements and unequivocally important role in promoting "safe, secure and efficient shipping on clean oceans", it was imperative that the Organization should place more emphasis on strengthening its management and administrative structures, systems, mechanisms and processes.

The report contained 11 recommendations, highlighting the need for the Organization to improve its management and administration and to increase its efforts to fully keep in pace with other United Nations system organizations in terms of management reform.

Pending the release of the Secretariat's comments on the JIU report, he hoped that the Council would deal with the report intersessionally in the appropriate bodies of the Organization such as CWGSP and CWGRM, as many of the recommendations were relevant to both working groups. The Council should take a decision on each of the recommendations addressed to the Organization's legislative bodies, in accordance with the recommendations of the United Nations General Assembly concerning the handling of the unit's recommendations by the legislative bodies of participating organizations.

Mr. YOSHIDA (Japan) said that it was necessary for IMO to achieve cost-effective management. His government, convinced that the recommendations of JIU were worth considering, looked forward to a full discussion on the issue.

The CHAIRMAN invited the Council to note the information set out in document C/ES.24/12(e) and that provided orally by the Secretary-General and the representative of the Joint Inspection Unit. In particular, he invited the Council to note the JIU recommendations addressed to the Organization's legislative bodies; and that the full report and the Secretary-General's response thereon would be submitted to the Council's 100th session for consideration.

**It was so decided.**

### **AGENDA ITEM 13 – REPORT ON THE STATUS OF THE CONVENTION AND MEMBERSHIP OF THE ORGANIZATION (C/ES.24/13)**

The SECRETARY-GENERAL said that, as noted in document C/ES.24/13, document A 25/20, submitted to the Assembly, gave detailed information on the status of the membership of the Organization on 31 August 2007. It showed that IMO had 167 Members and three Associate Members at that date, since when the situation had remained unchanged. The document addressed two more issues of specific interest, including the application by the Government of the Cook Islands to become a Member of the Organization. Two thirds of the Members of the Organization, namely 112 out of the total membership of 167, were required to approve the application; however, 80 approvals had been received to date, and thus a further 32 approvals were required before the application could proceed. The document also gave an account of the efforts made since the previous session of the Council to encourage Members to approve the application of the Cook Islands.

With regard to the 1991 amendments to the IMO Convention relating to the institutionalization of the Facilitation Committee, only one more ratification was necessary in order to reach the 112 acceptances required for their entry into force. He hoped that one of the Members would provide the additional acceptance at the forthcoming session of the Assembly, 12 months after which the amendments would be brought into force. He had made strenuous efforts to encourage the acceptance of those amendments and in particular urged the three Council Members that had not adopted them to do so.

The CHAIRMAN invited the Council to note the information set out in document C/ES.24/13 and that provided by the Secretary-General; and to note the status of replies regarding the Cook Islands' application for membership of the Organization, and invite those Member States which had not already done so, to give favourable consideration to that application.

With regard to the 1991 amendments to the IMO Convention, concerning the institutionalization of the Facilitation Committee, he invited the Council to take particular note of the information provided by the Secretary-General concerning the number of Member States which had accepted those amendments and the number of acceptances needed to bring them into force; and in view of the fact that only one more acceptance was required, to strongly urge Member States, particularly Council Members which had not already done so, to give urgent consideration to accepting them as early as possible.

Finally, he invited the Council to request the Secretary-General to continue his efforts with regard to both those matters, namely the Cook Islands' application for membership of IMO and the entry into force of the 1991 amendments to the IMO Convention, so that those long-awaited goals could be reached in the very near future.

**It was so decided.**

**AGENDA ITEM 14 – REPORT ON THE STATUS OF CONVENTIONS AND OTHER MULTILATERAL INSTRUMENTS IN RESPECT OF WHICH THE ORGANIZATION PERFORMS FUNCTIONS (C/ES.24/14)**

The SECRETARY-GENERAL said that document C/ES.24/14 drew the Council's attention to document A 25/21 and its addendum, intended for submission to the following week's Assembly. Those two documents reported on the status, on 31 August 2007, of the various conventions and other instruments in respect of which the Organization performed depositary or other functions, with document A 25/21/Add.1 updating the information to 9 November 2007.

Section I of document A 25/21 provided information on the new instrument – the Nairobi International Convention on the Removal of Wrecks, 2007 – adopted since the twenty-fourth regular session of the Assembly, as had been reported to the Council at its ninety-eighth session in June 2007.

Section II of the same document provided information on instruments and amendments to conventions and protocols for which the entry into force requirements had been met since the matter had been last reported to the Assembly. Document A 25/21/Add.1 updated that information up to 9 November 2007.

Section III of document A 25/21 outlined the current situation with regard to instruments, and amendments to them, for which the entry-into-force requirements had not yet been fulfilled. The total number of such instruments was currently ten, including the recently-adopted Nairobi International Convention on the Removal of Wrecks. The Council would recall that, during its past few sessions, he had drawn particular attention to four of those instruments, including the Torremolinos Protocol of 1993 relating to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels and the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F Convention), 1995 – the two instruments relating to maritime safety.

With regard to the Torremolinos Protocol, as mentioned earlier by the representative of Chile the number of Contracting States stood presently at 14 out of the 15 required. However, the aggregate number of fishing vessels owned by those States was only 3,237 units out of the 14,000 units of 24 metres in length and over required for actual entry into force. Every effort should thus be made to bring the Protocol into force at the earliest possible date, and he had submitted a draft resolution to that effect to the forthcoming Assembly. As to the STCW-F

Convention, so far only eight out of the 15 Contracting States required to bring it into force had acceded to it. If the unacceptably high number of lives lost among fishing vessel personnel each year was to be reduced, action was required.

Turning to environment-related IMO conventions, he was pleased to inform the Council that the International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS Convention), through the recent accession of Panama, was due to enter into force on 17 September 2008. That development was of particular relevance at a time when attention was being focused on IMO's response to current environmental challenges.

MARPOL Annex VI, relating to the prevention of air pollution from ships, had entered into force in May 2005 and had been ratified to date by 47 States – four more since the matter had last been reported to the Council – representing approximately 74.73 per cent of the world's merchant shipping by gross tonnage. He would welcome the accession by more parties to the protocol.

Regarding the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), the number of Contracting States was only 10 out of the 30 required to bring the convention into force, falling far short of the 35 per cent of world merchant shipping tonnage required.

He recalled that he had written early in July 2007 to all the Member States of IMO, stressing the importance of the early entry into force and effective global implementation of four environment-related treaties, namely, the BWM Convention, the AFS Convention, the International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunker Convention) and the International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances (HNS Convention). In his letter, he had drawn attention to the environmental goals of all four conventions, and was confident that the Council would agree that every effort should be made to achieve further progress without delay. While there had been an increase in the number of States ratifying the Bunker Convention, which now needed only one more ratification to reach the 18 required, the HNS Convention had only nine ratifications out of the 12 required, although it had been adopted 11 years earlier. He therefore urged governments which had not already done so to ratify those conventions.

Turning to the IMO legal treaties, he emphasized the need to ratify, at the earliest possible opportunity, the 2005 Protocol to the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation and the Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf (SUA Protocols). There had been no further ratifications of either Protocol. However, at a time when security had become a growing priority, it was essential to bring those conventions into force.

As he had reported to the Council at its previous session, a number of national seminars had taken place, aimed at increasing general awareness of maritime security concerns, explaining the procedures by which States could become Parties and developing recommendations to assist in the implementation of treaties under national legislation. Those seminars had been very successful and their results were under evaluation.

Lastly, he turned to the Nairobi International Convention on the Removal of Wrecks, 2007, which brought the total number of viable treaty instruments adopted under the auspices of IMO to 50. That was a considerable achievement for the Organization since 40 out of all 50 conventions were already in force or about to enter into force, and their contribution to

enhancing safety, security and environmental protection could not be overestimated. The Secretariat would continue its efforts to encourage governments to accept the various IMO instruments and, where necessary, assist them in their full and effective implementation, in accordance with the decisions of the Assembly and the Council.

The CHAIRMAN invited the Council to note the information set out in document C/ES.24/14 and that provided orally by the Secretary-General.

He invited the Council to note with particular pleasure that, on 17 September 2007, the entry-into-force requirements for the 2001 AFS Convention had been met, following the deposit of an instrument of accession by Panama and that consequently the convention would enter into force on 17 September 2008.

He then invited the Council to endorse and support the Secretary-General's continuing efforts to encourage governments to consider accepting those instruments to which they were not yet parties, and, in particular, invited the Council to reiterate its plea to Member Governments to pay particular attention to ratifying, with a view to their entry into force at the earliest possible date, the 1993 Torremolinos Protocol and the 1995 STCW-F Convention, in terms of safety-related conventions, Annex VI to the MARPOL Convention, the 1996 HNS Convention, the 2001 Bunkers Convention, and the 2004 Ballast Water Management Convention, in terms of environment-related conventions, and, with regard to security-related conventions, the 2005 SUA Protocols.

Finally, he invited the Council to endorse the Secretary-General's request for similar swift action to be taken by Member Governments with regard to the Nairobi International Convention on the Removal of Wrecks, adopted in May 2007, and would open for signature on 19 November 2007.

**It was so decided.**

**Following the customary exchange of courtesies, the CHAIRMAN brought the session to a close.**

**The meeting rose at 5.45 p.m.**