



COUNCIL  
23rd extraordinary session  
Agenda item 14(a)

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6 October 2005  
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## EXTERNAL RELATIONS

### (a) Relations with the United Nations and the specialized agencies

#### Outcome of the 2005 World Summit at the United Nations

#### Note by the Secretary-General

##### SUMMARY

*Executive summary:* This report draws attention to the outcome of the 2005 World Summit at the United Nations

*Action to be taken:* Paragraph 6

*Related document:* A/60/L.1

1 As a follow-up to the outcome of the Millennium Summit, a World Summit was organized in conjunction with the sixtieth session of the United Nations General Assembly. The Summit took place at the UN Headquarters in New York from 14 to 16 September 2005 and was attended by Heads of State or Government from more than 170 Member States as well as by observers representing various UN specialized agencies and programmes and non-governmental organizations. The Organization was represented by the Secretary-General.

2 As a result of its deliberations, the meeting adopted a resolution entitled “2005 World Summit Outcome”, which, in five parts, deals with issues such as:

- .1 Values and principles;
- .2 Development;
- .3 Peace and collective security;
- .4 Human rights and the rule of law; and
- .5 Strengthening the United Nations.

3 Concurrently with plenary sessions, four interactive round-table sessions were organized and the Secretary-General attended round table 4 held on Friday, 16 September 2005, under the chairmanship of H.E. Mr. Olusegun Obasanjo, President of Nigeria. The meeting was also attended by Heads of State or Government or Foreign Ministers and other high ranking officials

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from 37 Member States of the United Nations and the Executive Heads of ICAO, WMO, World Tourism Organization and UNITAR.

4 The Secretary-General's statement, focussing on IMO's work to strengthen maritime security, is reproduced at annex.

5 In his report to the plenary of the General Assembly, President Obasanjo, *inter alia*, referred to the reiteration, by participants in his round-table session, of their condemnation of terrorism as one of the greatest threats to international peace and security and emphasized the importance of re-doubling efforts towards a global convention against terrorism. "The need", he added, "to assist developing countries lacking capacity to combat terrorism was also stressed. One area, which was singled out, was the need to make safe transportation by sea and air. Security of the sea lanes must be enhanced."

#### **Action requested of the Council**

6 The Council is invited to note the information provided in this document and to comment as appropriate.

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**ANNEX****(As delivered)****2005 WORLD SUMMIT  
14 to 16 September 2005, New York****Activities undertaken by IMO on maritime security****Efthimios E. Mitropoulos  
Secretary-General, International Maritime Organization**

Mr. Chairman, Excellencies, ladies and gentlemen,

The events of 11 September 2001, and a plethora of other incidents all over the world since, have demonstrated the determination of terrorists, in addition to pursuing their political aims, to disrupt our society. One of the lessons that these events have brought home to us all is the vulnerability of transport networks and the potential they hold to be either the targets or the instruments of terror. The shipping industry is, unfortunately, no exception.

In response to Security Council resolution 1373 (2001), calling on the international community to redouble its efforts to prevent and suppress terrorist acts, including full implementation of the anti-terrorist conventions, the IMO Assembly adopted, in November 2001, resolution A.924 calling for a review of measures and procedures to prevent acts of terrorism which may threaten the security of passengers and crews and the safety of ships.

In December 2002, the Organization convened an international Conference which adopted a series of amendments to the Safety of Life at Sea Convention (SOLAS) to incorporate special measures to enhance maritime security and also adopted an associated Code – the International Ship and Port Facility Security (ISPS) Code which, together, provide an internationally agreed regulatory framework through which Governments, ships and port facilities can co-operate to detect and deter acts which threaten security in the maritime transport sector.

In addition to provisions relating to security plans, equipment and operations, on ships and in port facilities, requirements in the Code also include provisions which establish the right of a State to impose control and compliance measures on ships in, or intending to visit, its ports and for coastal States to advise ships of the applicable security level and measures that the coastal State has put in place and of any security measures that should be put in place by ships to protect themselves from attack.

A huge amount of work was successfully undertaken by IMO, Governments and industry in the period leading up to the July 2004 entry-into-force date of the Code, and beyond, to ensure the highest and widest possible level of compliance.

On the legal front, the 1988 IMO Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation, and its Protocol dealing with fixed platforms located on the continental shelf – the so-called SUA Treaties - complement the practical technical measures contained in the various IMO instruments, including the ISPS Code. The principal purpose of the SUA Treaties is to ensure that anyone committing unlawful acts against the safety of navigation will not be given shelter in any country but will either be prosecuted or extradited

to a State where they will stand trial. Among the unlawful acts covered by the SUA Convention are the seizure of ships by force; acts of violence against persons on board ships; and the placing of devices on board a ship which are likely to destroy or damage it.

Because of the need to ensure that the legal framework developed by IMO continues to provide an adequate basis for the arrest, detention and extradition of terrorists acting against shipping or ports or when using ships to perpetrate acts of terrorism, the IMO Legal Committee has reviewed and updated the SUA Treaties and revised instruments will be considered by a Diplomatic Conference next month for adoption.

To assist Governments to strengthen maritime and port security, an *ad hoc* global technical co-operation programme on maritime security was launched in January 2002 and ran concurrently with the process of review and amendment of our regulatory regime. The aim of the global programme initially was to raise awareness of maritime security threats and of the possible future regulatory measures that were under development at the time.

Since the adoption of the ISPS Code in December 2002, training materials have been updated in order to place more emphasis on the practical implementation of the new regulatory regime, with particular attention on the preparation of port facility security assessments and plans. Furthermore, to provide a dedicated source of financial support for the maritime security technical co-operation activities and, in particular, for national initiatives in the developing regions, a Maritime Security Trust Fund was established in 2003.

In addition, we have developed and published model courses for Ship - , Company - , and Port Facility Security Officers and a model course on maritime security Control and Compliance Measures is being finalized. Videos and CD-ROMs on port security are being produced in all UN languages and will soon be distributed to developing countries along with a multimedia CD-ROM for the training of Port Facility Security Officers, which is to be finalized soon.

By the middle of this year, IMO had delivered or supported 18 regional and 55 national seminars/workshops, as well as 32 country advisory missions on maritime security. Approximately 3,800 personnel from maritime administrations, shipping companies, ports and industry and regional organizations have been trained. To further enhance the maritime and port security programme, we have also developed a "Train-the-Trainer" programme which seeks to identify potential instructors from Member States and the industry who, following initial training through IMO, can return to their countries and regions and train other instructors. By the beginning of August this year, thirteen such regional courses had been conducted with 260 persons trained.

Looking more widely, among the resolutions adopted by the December 2002 maritime security conference, two addressed areas of IMO's work which have synergies with the work of other UN Organizations, specifically the World Customs Organization (WCO) and the International Labour Organization (ILO).

One resolution invited WCO to consider urgently measures to enhance security throughout international closed container transport unit movements and requested IMO to contribute expertise relating to maritime traffic to the discussions at WCO. The importance of this work in the context of maritime security cannot be overstated. Not only has the sea transportation of containers grown enormously in recent years but, more significantly, so has the threat of containers being used by terrorists as a means of delivering weapons of mass destruction

or transporting weapons and explosives, to target destinations. Containers are typically loaded some distance from sea ports and terminals, outside of the purview of maritime authorities, hence the importance of close co-operation between all parties concerned to ensure the security of the whole supply chain.

With regard to seafarer issues, our 2002 conference sought to establish a more rigorous identity regime for seafarers and ILO was invited to continue the development of a Seafarers' Identity Document as a matter of urgency, a task which ILO successfully concluded in June 2003. The conference also invited IMO and ILO to establish a joint Working Group to undertake more detailed work on comprehensive port security requirements. This Working Group produced a Code of Practice on Security in Ports, compatible with the provisions of the ISPS Code, which extends the consideration of port security beyond the area of the port facility into the whole port area. The Code was finalized in December 2003 and was subsequently adopted by both the ILO Governing Body in March 2004 and IMO's Maritime Safety Committee in May of the same year.

To conclude: recent events have demonstrated the vulnerability of the global transport infrastructure, not simply as a target for terrorist activity but also, in the wrong hands, as a potentially highly destructive weapon. One only has to consider the implications of a mammoth cruise ship falling into the hands of terrorists, or of a laden chemical tanker being hijacked, or of a conventional cargo ship loaded with explosives being blown up in a densely populated area, or of a vital shipping channel being blocked to see how serious the consequences of terrorist action involving ships might be to the uninterrupted flow of international seaborne trade. In the latter scenario of shipping lanes of strategic importance and significance being affected by terrorist acts, (an issue endorsed also by the UN General Assembly in its resolution A/RES/59/24 on Oceans and the Law of the Sea), we have focussed our attention on the Strait of Malacca (through which pass as much as one quarter of the world's commerce and half the world's oil) and, in this context, I am very pleased to report the successful outcome of an IMO Meeting co-sponsored by the Government of Indonesia in Jakarta only last week which, organized with the co-operation of the two other littoral States, Malaysia and Singapore, and with the participation of several user States and international organizations, unanimously adopted the Jakarta Statement on Safety, Security and Environmental Protection in the Straits of Malacca and Singapore, establishing a framework of co-operation among parties concerned to take the matter forward through a number of agreed measures.

Mr. Chairman,

Although a lot has been achieved in the global efforts to strengthen maritime security and thus keep terrorist threats against ships, port facilities and shipping in general at bay, there is more to be done at both the Governmental and industry levels. IMO stands ready to play its role in achieving just that.

Thank you.

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