

Maritime Governance in South Asia.

What can the International Maritime Organization do?

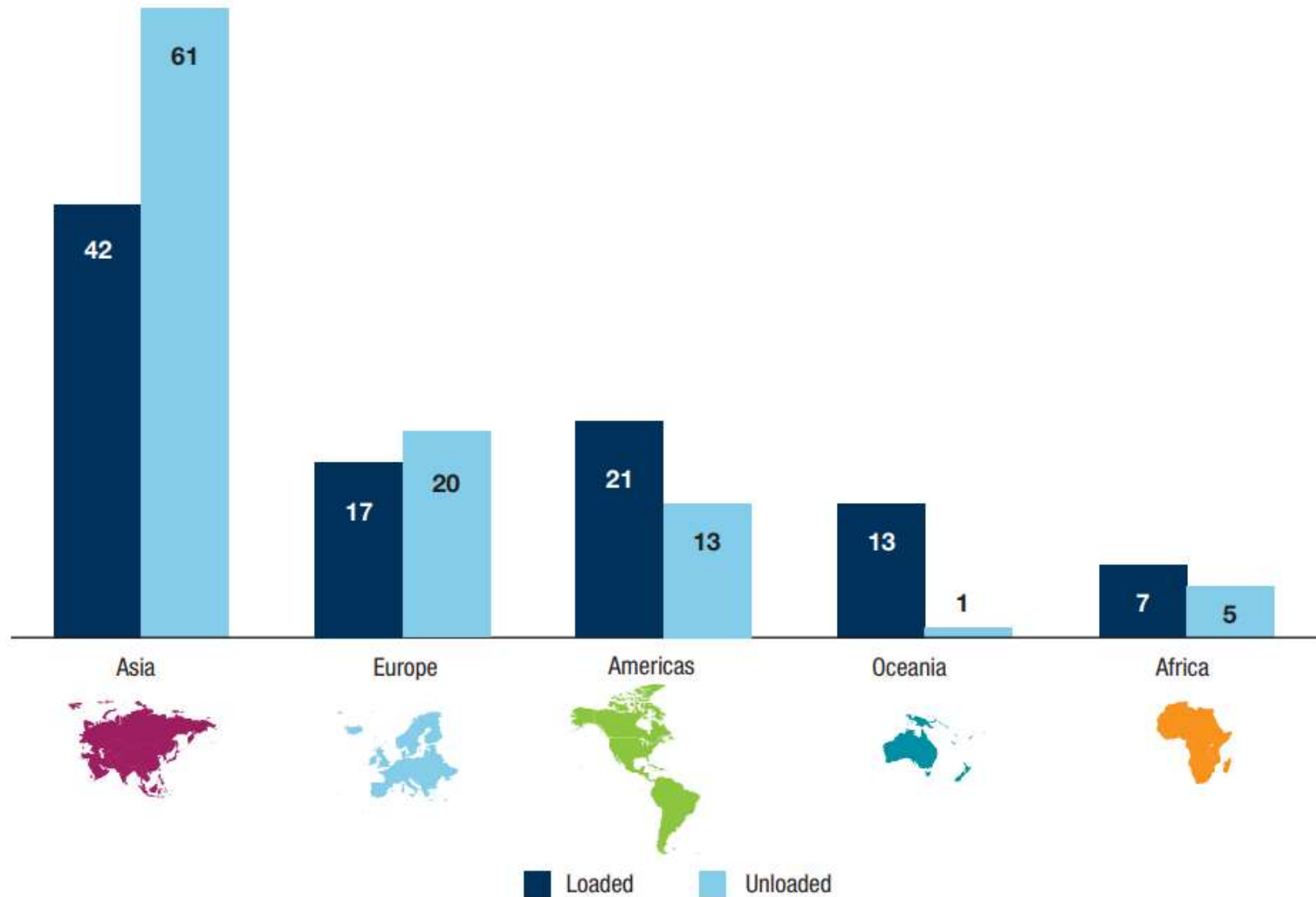
Galle Dialogue 2018 Colombo

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Figure 1.3 World seaborne trade, by region, 2017
(Percentage share in world tonnage)



Source: UNCTAD secretariat calculations, based on data supplied by reporting countries and as published on government and port industry websites, and by specialist sources.

In 2018: IMO has **174 Member States** and 3 Associate Members

More than **50 Conventions** on maritime safety & environment

Security guidelines for ships through the Convention on the **Safety of Life at Sea**, which governs everything from construction to the number of fire extinguishers on board

Prevention of maritime accidents through international standards for navigation and navigation equipment, including satellite communications and locating devices.

Provision of maritime assistance through technical training

Implemented & strengthened the **mechanism** of Port State Control

The IMO, powerful and skewed.

WORLD CONTAINER CARRYING SHIP FLEET



Germany



China



Greece

Germany, China and Greece own

39%

of the world container-carrying ship fleet

TOP THREE FLAGS BY TONNAGE



Panama



Liberia



Marshall Islands

More than

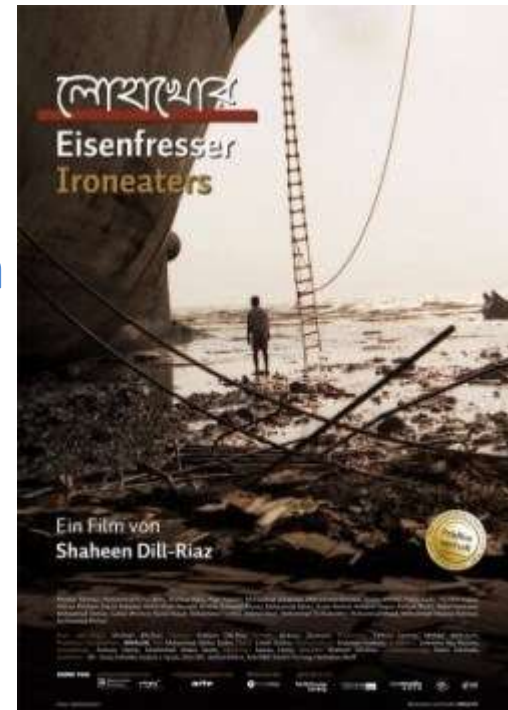
70%

of the commercial fleet is registered under a flag which is different from the country of ownership

SHIP-SCRAPPING COUNTRIES



Maritime Governance in South Asia: from Rule-taker to Co-author



IMO INTERNATIONAL MARITIME ORGANIZATION

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Bangladesh ready for next phase to make ship recycling green and sustainable

The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009

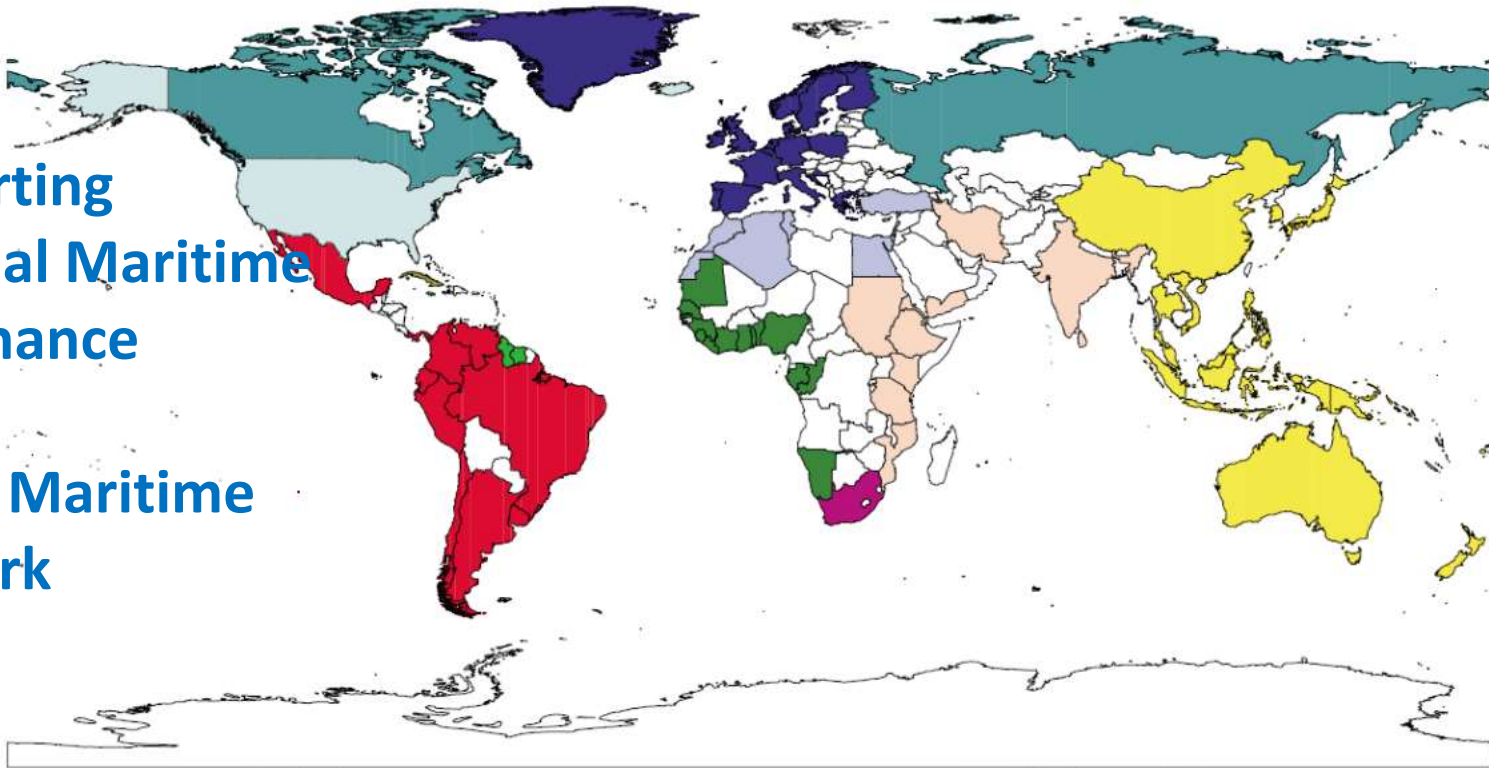
Brings in responsibilities of the flag state and the recycling state

- **Flag state** must prepare Inventory of Hazardous Materials
Must have life time documentation of the ship
- **Recycling state** must ensure standards of the facility in accordance with the Convention
Must have a Ship Recycling Facility Plan

Port State Control to carry out checks and implementation

Sets minimum **technical standards** / does not define the method to be used for recycling.

Supporting Regional Maritime Governance for a Global Maritime Network



- Paris MOU
- Paris MOU and Tokyo MOU
- Tokyo MOU
- Acuerdo de Viña del Mar
- Acuerdo de Viña del Mar and Caribbean MOU
- Caribbean MOU

- Mediterranean MOU
- Indian Ocean MOU
- Indian Ocean and Abuja MOU
- Abuja MOU
- Observers only in one or several MOUs

