

# Role of IMO Technical Cooperation in Implementation of SOLAS Provisions on Safety of Navigation including IMSAS audit.

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# Scope Of Presentations



- IMO As a competent Authority on matters of Navigation
- IMSAS Audit
- Role of TCD in CAP
- CMP as a tool for requesting TA
- Conclusion



# IMO as a competent Authority



Who are we?

Where do we draw our legal mandate:

IMO Mission and its achievement

What is our role in the activities of SAIHC Coastal state



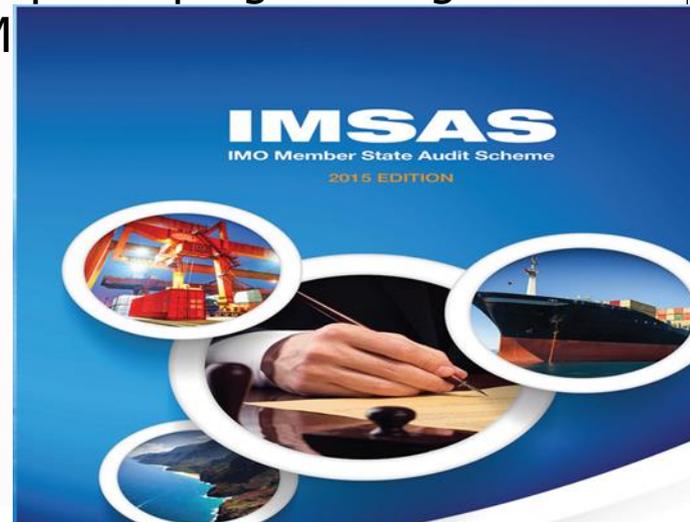


The IMO Member State Audit Scheme is intended to provide an audited Member State with a comprehensive and objective assessment of how effectively it administers and implements those mandatory IMO instruments which are covered by the Scheme.

There are nine instruments included in the scope of the scheme: SOLAS 1974; SOLAS PROTOCOL 1988; MARPOL 73/78; MARPOL PROTOCOL 1997; STCW 1978; LOAD LINES 1966 (LL66); LL 66 PROT 1988; TONNAGE 1969; and COLREG 1972.

The Audit Scheme, mandatory effective January 2016, uses both the IMO Instruments Implementation (III) Code and resolution [1067\(28\)](#) on "Framework and Procedures" as reference tools.

The results of the audits could be systematically used as input to programming of the technical assistance of the ITCP, along with the Country M than the ITCP is addressing the real needs of its recipient



# IMSAS Audit on Implementantion



Par III Code	Requirement	SOLAS Chapter/ Regulation	Responsibilities/Obligation
48.1	Radio communication Services		
48.2	Meteorological services		
48.3	Search and Rescue		
48.4	Hydrographic Services	Chapter 5 Reg. 9	
48.5	Ship Routeing	Chapter 5 Reg. 10	
48.6	Ship reporting systems	Chapter 5 Reg. 11	
48.7	Vessel Traffic Services	Chapter 5 Reg. 12	
48.8	Aids to Navigation	Chapter 5 Reg. 13	

# Technical Cooperation



## Mission Statement of IMO's Integrated Technical Cooperation Programme

To help developing countries improve their ability to comply with international rules and standards relating to maritime safety and the prevention and control of maritime pollution, giving priority to technical assistance programmes that focus on human resources development and institutional capacity-building

### . **Technical Cooperation (I)**

- In order to obtain the full benefits of the Scheme:
  - Consider capacity-building matters
  - Address human and financial resources requirements
- Where appropriate, Member States will be assisted by IMO in

order to:

- Prepare for the audit
- Address audit findings





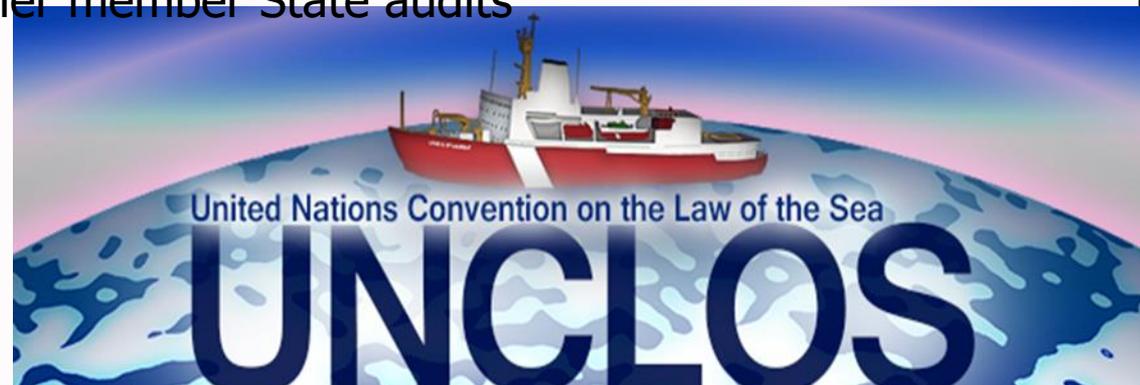
## Country Maritime Profile (CMP)

The Country Maritime Profile was created in 2012 as a result of the Secretary-General's initiative on the review and reform of technical cooperation. Data collected is used to identify the real technical cooperation needs of developing countries.

The [GISIS Country Maritime Profile database](#) is an extension of that initiative, enabling authorized users to input their country maritime profile data directly. The module provides storage for the data and the ability to retrieve and analyse it. All Member States are required to complete their profile.

## Training

- Exchange programmes
- Provision of experts
- Participation as observers in other member State audits



# Specific IMO Assembly Resolutions and MSC Circulars



A.958(23) - Provision of hydrographic services which invites Coastal States that want to develop or improve their hydrographic capabilities to seek the assistance and support of the IHO and also invites States that are not IHO members to consider becoming members of the IHO.

This need is underlined in the IMO Circulars MSC/Circ. 1118 and MSC/Circ. 1179, which also highlight areas of the world currently not surveyed to the required standard.





## 8 Responsibilities (III)

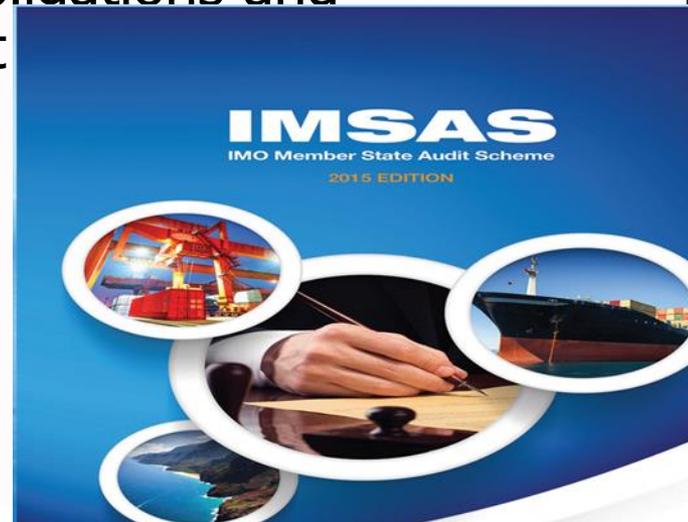
### – Member State

- fully facilitating the audit, in accordance with the Memorandum of Cooperation;
- agreeing with the Secretary-General on the person who is to be the audit team leader and on the total membership of the audit team;
- responding to audit team findings by preparing a programme of actions;
- authorizing the release of the executive summary report, corrective action plan and Member State comments on the progress of implementation of the corrective action plan, prior to the audit;
- implementing a programme of actions to address the findings, which should not exceed three years after the completion of the audit; and
- informing the Secretary-General when action to address a finding is completed.

# Benefits of the Audit Scheme



- **Mandatory audits** under the Scheme commenced in **2016**
  - The process is inclusive of all, therefore **all States** will benefit from the Scheme
    - The diversity of State structures, ability and specific maritime interests will **inform the regulatory framework** for the future
- The administrative and organizational aspects of the Scheme will not rely exclusively on the decision of individual Member State; but become a collective pool of resources
- The concept of a management system is introduced globally in the implementation and enforcement of State obligations and responsibilities relating to maritime transport



# Enforcement



Par III Code	Requirement	Compliance Achieved
49	All necessary measures taken to ensure observance of international rules when exercising the rights and fulfilling the obligations as a coastal State	
50	Control and monitoring programme considered, developed and implemented	
50.1	Statistical data collected and trend analyses conducted	
50.2	Mechanisms for timely response to pollution incidents established	
50.3	Cooperation with flag States and/or port States in investigation of maritime casualties	

# Evaluation and Review



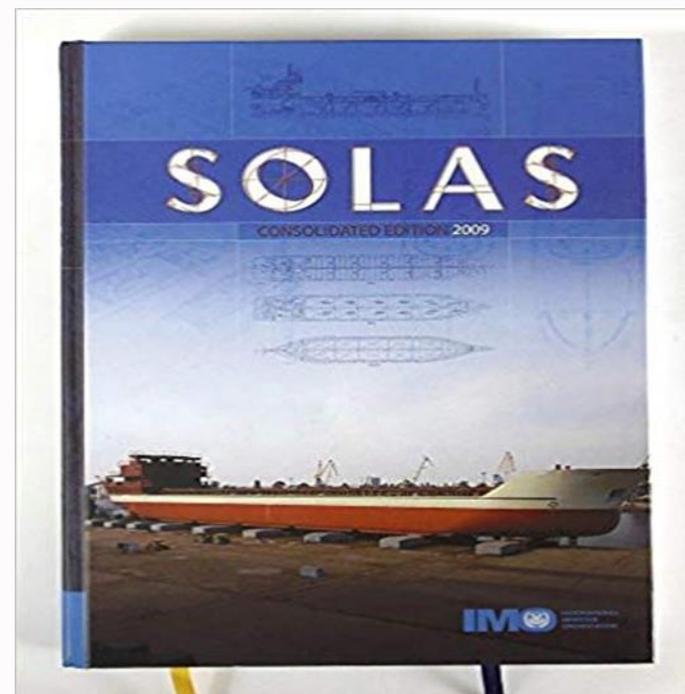
Par III Code	Requirement	Compliance Achieved
51	Performance periodically evaluated in respect of exercising its rights and meeting its obligations under the applicable international instruments	

# Safety Of Navigation Chapter V



The importance of SOLAS is evident in the wide coverage of the Chapters, regulations and annexes  
For the purpose of this seminar – SOLAS CH. V – Safety of Navigation;

- Regulation 4. – Navigational Warnings;
- Regulation 9. – Hydrographic Services;
- Regulation 10. – Ship's Routeing;
- Regulation 11. – Ship Reporting Systems;
- Regulation 12. – Vessel Traffic Services;
- Regulation 13 – Aids to Navigation;



# Navigational Warnings



## **SOLAS V-Safety of Navigation. Reg. Regulation 4 - Navigational Warnings**

Contracting Governments are required to promulgate all dangers to navigation

obliges Contracting Governments to promulgate information relating to any type of danger received from any reliable source to the knowledge of those concerned and communicated to other interested Governments

*Refer to the Guidance on the IMO/IHO World-Wide Navigational Warning Service adopted by the Organization by resolution A.706(17), as amended*





## **SOLAS V-Safety of Navigation. Reg. 9-Hydrographic Services**

Contracting Governments' obligations for providing hydrographic services.

Contracting Governments undertake to arrange for the collection and compilation of hydrographic data and the publication, dissemination and keeping up to date of all nautical information necessary for safe navigation.

In particular, Contracting Governments undertake to co-operate in carrying out, as far as possible, the following nautical and hydrographic services, in the manner most suitable for the purpose of aiding navigation:

- to ensure that hydrographic surveying is carried out, as far as possible, adequate to the requirements of safe navigation;

- to prepare and issue nautical charts, sailing directions, lists of lights, tide tables and other nautical publications, where applicable, satisfying the needs of safe navigation;



# Hydrographic Services



to promulgate notices to mariners in order that nautical charts and publications are kept, as far as possible, up to date; and

to provide data management arrangements to support these services.

Contracting Governments undertake to ensure the greatest possible uniformity in charts and nautical publications and to take into account, whenever possible, relevant international resolutions and recommendations

Contracting Governments undertake to co-ordinate their activities to the greatest possible degree in order to ensure that hydrographic and nautical information is made available on a world-wide scale as timely, reliably, and unambiguously as possible.



# Ships Routeing



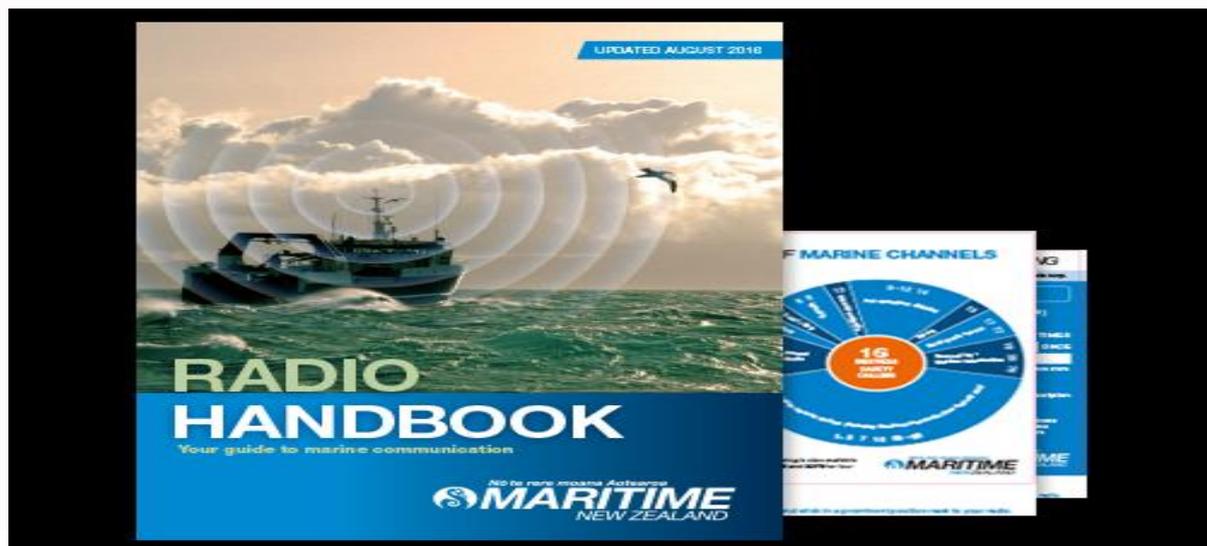
Contracting Governments to refer ships' routeing systems to IMO for adoption.

Routeing systems to adhere to measures adopted by IMO

Ships to use mandatory routeing systems unless there is a compelling reason not to.

Details of IMO-adopted schemes are contained in Resolution A.572(14), as amended.

For further information on use and observance of IMO-adopted ships' routeing systems refer to: ANNEX 5- Use of IMO-adopted Routeing Systems.



# Ships Reporting System

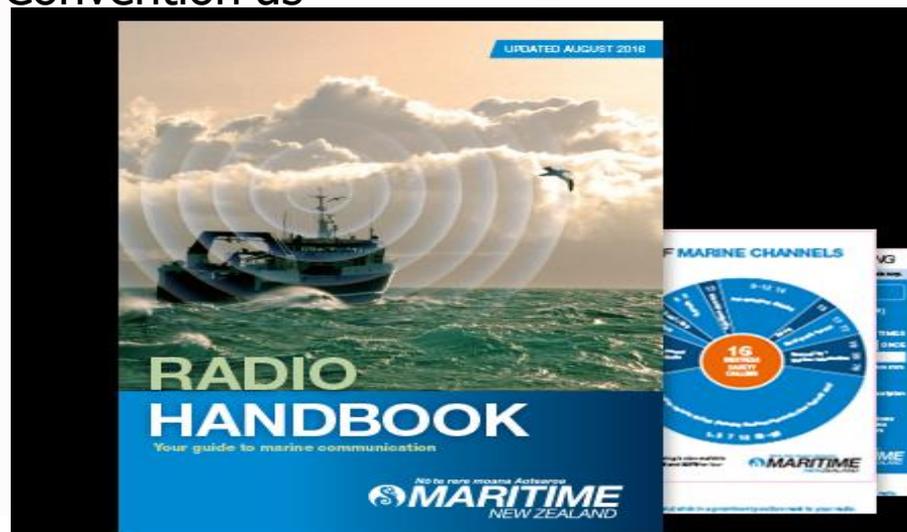


Contracting Governments may refer ship reporting systems to IMO for adoption.

Ship reporting Systems to adhere to measures adopted by IMO

Ships to comply with requirements of adopted mandatory reporting systems.

This regulation does not address ship reporting systems established by Governments for search and rescue purposes which are covered by chapter 5 of the 1979 SAR Convention as amended.



# Vessel Traffic System



1. Contracting Governments to establish VTS where traffic volume or risks justify it.
2. VTS to follow guidelines adopted by IMO
3. VTS can only be mandatory in territorial seas
4. Ships to be encouraged by Administrations to use VTS
5. *Refer to the Guidelines on Vessel Traffic Services adopted by the Organization by resolution A.857(20).*





# Conclusions



The enforcement of IMO conventions depends upon the Governments of Member Parties

Coastal States is responsible for the provision of hydrographic services.

IMO invites Coastal States that want to develop or improve their hydrographic capabilities to seek the assistance and support of the IHO and also invites States that are not IHO members to consider becoming members of the IHO. A.958(23)



# Question and Answers

