



Value of Conventions for maritime Stakeholders

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Value of Conventions for maritime Stakeholders

1. The Stakeholders
2. The Benefits
3. Ratification as Performance Indicator
4. The Role of Industry in the Development





The Stakeholders

- Shipyards
- Ship Owner
- Ship Manager
- Charterer
- Insurer
- Crew
- Classification Societies





The Benefits

➤ General

- World wide common standards





The Benefits

➤ Ship Safety

- Implementation of minimum standards is ensured through PSC (no more favorable treatment clause)
- Common understanding of minimum safety standards
- Applies to all ships





The Benefits

➤ Environmental Protection

- Implementation of minimum standards is ensured through PSC (no more favorable treatment clause)
- Common understanding of minimum safety standards
- Applies to all ships





The Benefits

➤ Economically

➤ Level Playing field

➤ Legal Certainty

- Example: Ballast Water Convention vs. national US legislation





Benefits

➤ Ship owners

- Higher Asset Value through more flexibility (change of Flag)
- Easier to operate and maintain – same standard on all ships
- Legal certainty for investments





The Benefits

➤ Classification Societies

- ROs can issue Convention Certificates instead of Compliance Certificates
- Responsibility of Interpretation of Regulations is clear
- Exemptions and Equivalencies are easier to handle



Ratification as Performance Indicator

GREEN SQUARES
SUGGEST POSITIVE
PERFORMANCE
INDICATORS

* UK dependent territories

| | PORT STATE CONTROL | | | | | | RATIFICATION OF CONVENTIONS | | | | | | A739 | AGE | REPORTS | IMO | | |
|-------------------|----------------------|-----------------------------|----------------------|-----------------------------|------------------|----------------------------------|-----------------------------|---------------------------------|-------------------------|-------------------------|---------|---------|-------------|--------------------------|--------------------|----------------------|----------------------------|-------------------------|
| | PARIS MOU WHITE LIST | NOT ON PARIS MOU BLACK LIST | TOKYO MOU WHITE LIST | NOT ON TOKYO MOU BLACK LIST | USCG QUALSHIP 21 | NOT ON USCG TARGET LIST (SAFETY) | SOLAS 74 (AND 88 PROTOCOL) | MARPOL INCLUDING ANNEXES I - II | MARPOL ANNEXES III - VI | LL 66 (AND 88 PROTOCOL) | STCW 78 | ILO MLC | CLC/FUND 92 | RECOGNIZED ORGANIZATIONS | AGE (SHIP NUMBERS) | STCW 95 'WHITE LIST' | COMPLETED FULL ILO REPORTS | IMO MEETINGS ATTENDANCE |
| ALBANIA | Red | Red | Red | Green | Red | Green | Red | Green | Red | Red | Green | Green | Green | N/S | Red | Green | Green | Red |
| ALGERIA | Red | Green | Red | Green | Red | Green | Green | Green | Red | Green | Green | Red | Green | Green | Green | Green | Green | Green |
| ANTIGUA & BARBUDA | Green | Green | Red | Green | Red | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| ARGENTINA | Red | Green | Red | Green | Red | Green | Green | Green | Red | Green | Green | Red | Green | N/S | Green | Green | Green | Green |
| AUSTRALIA | Red | Green | Red | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| BAHAMAS | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| BAHRAIN | Red | Green | Red | Green | Red | Green | Red | Green | Red | Red | Red | Red | Green | N/S | Green | Green | Green | Red |
| BANGLADESH | Red | Green | Red | Green | Red | Green | Green | Green | Green | Green | Red | Red | Green | Green | Green | Green | Green | Red |
| BARBADOS | Green | Green | Red | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red |
| BELGIUM | Green | Green | Red | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |
| BELIZE | Red | Green | Red | Red | Red | Green | Green | Green | Green | Green | Red | Green | Red | Green | Green | Green | Green | Green |
| BERMUDA * | Green | Green | Green | Green | Green | Green | UK | UK | UK | UK | UK | UK | UK | Green | Green | UK | UK | UK |
| BOLIVIA | Red | Red | Red | Green | Red | Red | Red | Green | Red | Red | Green | Red | Green | Green | Green | Red | Green | Red |
| BRAZIL | Red | Green | Red | Green | Red | Green | Green | Green | Red | Green | Red | Red | Green | Green | Green | Green | Green | Green |
| BULGARIA | Red | Green | Red | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Red | Green | Green | Red |
| CAMBODIA | Red | Red | Red | Red | Red | Green | Green | Green | Red | Green | Green | Green | Red | Green | Green | Green | Green | Red |
| CANADA | Red | Green | Red | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green | Green |



PROMOTING MARITIME TREATY RATIFICATION

THE ICS/ISF AND CMI CAMPAIGN



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The Role of industry in the Development of International Instruments

➤ IMO - input from NGOs

➤ Ship Owner

- ICS, Intertanko, OCIMF, BIMCO
Sigtto, CLIA, Intercargo, InterFerry
and a few smaller specialized associations

➤ Ship Manager

- InterManager



The Role of Industry in the Development of International Instruments

➤ IMO - input from NGOs

➤ Shipyards:

- CESA

➤ Class

- IACS

➤ Crew

- IFSMA
- ITF
- The Nautical Institute

➤ Insurer

- IUMI
- P&I Clubs





The Role of Industry in the Development of International Instruments

- ILO - TriPartite Principle plus NGOs as experts
 - Employees
 - Employers
 - Administration
 - NGOs
 - IACS
 - IFSMA





Thank you for your attention

Any Questions?

