



## Key Issues

# Convention Ratification Campaign

Shipping is an inherently global industry reliant on global regulatory frameworks to operate efficiently. The alternative would be a plethora of regional or unilateral regulations, which would lead to chaos within the international shipping industry while hindering the smooth flow of global trade.

In November 2017, ICS and the Comité Maritime International (CMI) – the international association for maritime lawyers – released an updated brochure to promote the importance of governments ratifying international maritime conventions, especially those adopted by the UN IMO. This was then submitted to the biennial meeting of the IMO Assembly.

The aim of the brochure 'Promoting Maritime Treaty Ratification' is to encourage more widespread ratification of some key maritime instruments that would benefit from a greater level of global acceptance. This includes a number of important instruments which have not yet received adequate ratifications from governments to enter into force globally.

The new campaign particularly focuses on three key IMO instruments: the Hong Kong Convention on ship recycling;

the 2003 Protocol to the 1992 Civil Liability and Fund Conventions concerning oil spill compensation; and the 2010 Protocol to the HNS (liability and compensation) Convention.

While the slow pace of ratification of these crucial IMO instruments remains disappointing, there is now some cause for optimism. In particular, the Hong Kong Convention on ship recycling has been ratified by the world's largest flag state, Panama, having previously been ratified by Belgium, Denmark, France and Norway. Turkey, a major ship recycling nation, is also expected to ratify soon. But other IMO Member States now need to build on this momentum or else be faced with the confusion likely to be caused by unilateral or regional regulation.

The new brochure, which can be downloaded from the ICS website, also highlights a number of other conventions that require wider ratification, including the IMO Ballast Water Management Convention, which entered into force in September 2017. The brochure also promotes several other instruments that address international liabilities and compulsory insurance cover for ships.

## The following Conventions are the main focus of the current ICS/CMI campaign

- IMO Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong), 2009
- IMO 2003 Supplementary Fund Protocol to the 1992 Fund Convention
- IMO 2010 Protocol to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS), 1996
- IMO Convention on Control and Management of Ships' Ballast Water (BWM), 2004
- IMO Protocol of 1997 to MARPOL (Annex VI – Prevention of Air Pollution from Ships)
- IMO Protocol of 1996 to the Convention on Limitation of Liability for Maritime Claims (LLMC Protocol), 1976
- IMO Convention on the Facilitation of International Maritime Traffic (FAL), 1965
- ILO Seafarers' Identity Documents Convention (Revised) (ILO 185), 2003
- IMO Nairobi International Convention on the Removal of Wrecks (Nairobi WRC), 2007
- IMO Protocol of 2002 to the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (PAL), 1974
- United Nations Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea (Rotterdam Rules), 2009

