NORTHEAST ASIA MARITIME SAFETY COOPERATION PROJECT

China Institute of International Studies
University of California Institute on Global Conflict and Cooperation
Liaoning People's Institute of Foreign Affairs
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SESSION OVERVIEWS

Session One: **Maritime Safety; Northeast Asia Regional Environment**

Maritime activities are perhaps the most international of all the world's great industries - and one of the most dangerous. It has always been recognized that the best way of improving safety at sea is by developing international regulations that are followed by all shipping nations. The International Maritime Organization's (IMO) first task when it came into being in 1959 was to adopt a new version of the International Convention for the Safety of Life at Sea (SOLAS), the most important of all agreements dealing with maritime safety. Two other very important and significant conventions are the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREG); and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW).

The maritime environment in Northeast Asia and the Western Pacific is growing more dangerous. Fishing, energy exploration, and military activities in the regional waters are increasing. Internal and international coordination of maritime agencies and navies is becoming more complicated. National disputes over territorial claims and legitimate activities in EEZs attract intense media attention and public interest in the countries concerned. All these factors contribute to a maritime environment in which accidents are more likely to occur and are more difficult to manage.

> This session will provide an overview of the patterns of maritime activities in the region and the risks in the current maritime environment. It will provide an opportunity to discuss a common view of Maritime Safety amongst the participating nations and how maritime organizations institutionalize safe practices. It also will discuss the challenges and opportunities associated with expanding implementation of international safety conventions.

Session Two: **Communication Protocols: Value and Limitations**

Communications plays a significant role in the application of maritime safety protocols. IMO's Standard Marine Communication Phrases (SMCP) were adopted by the Assembly in November 2001 as resolution A.918(22) IMO Standard Marine Communication Phrases replacing the Standard Maritime Navigational Vocabulary (SMNV) adopted by IMO in 1977. Although not applicable to many vessels in the region, under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), certified officers in charge of a navigational watch on ships of 500 gross tonnage or above must understand and use the SMCP. The Code for Unalerted Encounters at Sea (CUES) provides safety guidelines and

communications procedures for Navies signatory to the Western Pacific Naval Symposium (WPNS).

> This session will address the implications of poor communications in regional maritime safety incidents. Discussions will include the value, limitations and potential actions to improve the use of SMCP in the region by all mariners.

Session Three: **Internal Coordination Practices**

Each country will make a presentation on how its government structures interagency policy and operational coordination among the civil maritime agencies, navies, and other organizations. Discussion of challenges in coordination especially related to prevention and management of maritime accidents.

Session Four: **Information Sharing; Implications on Maritime Safety, Challenges and Opportunities**

Maritime situational awareness is essential to safe navigation. In addition to an alert competent bridge watch on all vessels the automated collection assimilation and display of regional maritime activities to include location, identification and intent of maritime contacts will enhance the maritime safety environment. There are numerous conventions and voluntary information sharing systems that serve to enhance situational awareness and promote maritime safety. Those systems and protocols include:

- Automatic Identification System (AIS)
- Long-rang Identification and Tracking (LRIT)
- Marine Electronic Highway (Straits of Malacca and Singapore Demonstration Project)
- Automated Mutual-Assistance Vessel Rescue System (AMVER)
- China Ship Reporting System (CHISREP)
- Maritime Safety and Security Information System (MSSIS)
- International Association of Marine Aids to Navigation and Lighthouse Authorities Network (IALA-net)

> This session will address mechanisms for information sharing for situational awareness in the Northeast Asia region, including how to expand participation in existing systems and the challenges associated with implementation.

Session Five: **Regional Maritime Organizations; Mechanisms to Build Confidence, Competency and Capacity**

Cooperative regional (and global) maritime forums in the areas of fisheries enforcement, safety, security and environmental protection have proved valuable in creating a mechanism to exchange ideas and best practices while building cooperation, competency and capacity in the pursuit of common objectives. Examples include:
- North Pacific Coast Guard Forum (NPCGF)
- Western & Central Fisheries Commission (WCPFC)
- Straits of Malacca cooperation efforts
- International Maritime Organization (IMO) Maritime Safety Committee
- International Maritime Rescue Federation
- Western Pacific Naval Symposium (WPNS)
- Military Maritime Consultative Agreement (MMCA)

Presentations by international experts on practices and arrangements in other regions such as the Mediterranean, North Sea, North Pacific or Straits of Malacca, with commentary by Northeast Asia experts on relevance to the region.

Session Six: **Next Steps**

A draft summary of the major themes, conclusions, and ideas for future activities will be presented for discussion. We will focus on identifying opportunities to improve the safety environment, strengthen cooperation, and turn ideas into action, including the creation of working groups and plans for the follow-on session.