

# Busan International Port Conference 2015

제3회 부산국제항만컨퍼런스 | 2015. 11. 5 (Thu) -6 (Fri)

Ports Exploring the Unexplored  
항만의 새로운 도전과 기회

**BPA** | **BUSAN**  
PORT AUTHORITY

International  
Port  
Conference  
BUSAN 2015

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## Working Session II Ports & Shipping dealing with Green Regulations

*LC Vassallo*

*Permanent Representative of Malta to the International Maritime Organisation  
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**Shipping transports 90% of global trade**

**Statistically it is**

**the least environmentally damaging mode of transport,**

**when its productive value is taken into consideration**

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moreover

**Shipping is contributing towards the even wider concept of green transport**

**one clear example is the Motorways of the Sea concept**

**that has reduced considerably the average cost and environmental impact of carriage of trailers and containers by taking away traffic from the congested roads to the sea using shorter routes and thus even greater efficiency**

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## International Maritime Organisation

the one and only global regulator for international shipping

One of the main Divisions of IMO is  
the Marine Environment Division  
which is, in the main, directed by  
the Marine Environment Protection Committee,  
IMO's senior technical body  
on marine pollution related matters

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**Of the 51 IMO treaty instruments**  
**for the regulation of international shipping**  
**21 are directly environment-related**

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to name just a few

*MARPOL 73/78 with its six Annexes for prevention of pollution from ships by oil and oily water, noxious liquid and harmful substances, sewage, garbage and air pollution including energy efficiency and greenhouse gas emissions,*

*international conventions on control of harmful anti-fouling systems on ships, ballast water management, ship recycling, oil pollution preparedness and response, prevention of marine pollution by dumping of wastes and other matter*

*and a host of guidelines, projects, special initiatives such as the identification of particularly sensitive sea areas, and much more*

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**But what gives rises to comments such as that IMO is too slow?**

**Is there need for other treaties?**

**Is there need for measures to ensure a more rapid global acceptance and global implementation?**

**Is the so called developed world expecting too much and too quickly from the emerging nations and the underdeveloped nations?**

**Shipping is a global industry and activity:  
is unilateral or regional action justified?**

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**The main stakeholders:**

**The Regulator –**

**International bodies such as IMO and IAPH**

**Government Administrations**

**Port Authorities**

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**The main stakeholders:**

**The Industry –**

**Ship builders, Engine builders, Equipment manufacturers**

**Shipowners, Ship managers, Ship operators**

**Port and terminal operators**

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**The main stakeholders:**

**The Supporters –**

**Recognised organisations**

**Research institutions**

**Funders**

**NGOs**

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**Does the regulator have a long term vision?**

**Is the regulator being realistic?**

**Is the industry responding and is it forward looking?**

**Is the industry acting pro actively or simply responding grudgingly or looking out for a profit opportunity?**

**Are the supporters really supporting or are they simply acting to perpetuate their very existence and boost their egos?**

**Are the stakeholders acting in tandem? ..... and if not .....**

**Will they rise to their responsibilities?**

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**And the last questions:**

**Is green shipping sustainable?**

**Can it guarantee an eco friendly global transport?**

**Will it contribute towards ensuring an efficient but really green transport chain?**

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**But the final question:**

**Will our grandchildren and future generations**

**Condemn us for our lack of action or  
for taking the wrong approach and decisions?**

**Or will they be appreciative of our vision,  
of our action?**

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**Lim Ki-tack**

**IMO Secretary-General elect**

**Keynote speech, Busan International Port Conference 2015**

***Mankind must continue to develop.***

***But what we now understand is that our development in the future must take full account of finite and diminishing resources and a fragile environment, including oceans and seas***

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