

# Amendment to the Resolution 1(1) of 1<sup>st</sup> ASEF [Framework of ASEF ] and Information on NGOs in IMO

13<sup>th</sup> November, 2008, Korea

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Japan Ship Technology Research Association

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# I. Amendment to the Resolution 1(1) of 1<sup>st</sup> ASEF

Existing Resolution 1(1)	Amendment (Draft)
<p style="text-align: right;"><u>Resolution1(1)</u></p> <p style="text-align: center;"><u>Framework of ASEF</u></p> <p><b>I Purpose</b>  <u>This Forum</u> is intended to allow participants to establish clear channels of communication and to engage in dialogue concerning common matters related to international technical regulations and international standards, which can significantly affect shipbuilding industries. The <u>Forum</u> is also intended to enhance mutual understanding among shipbuilding engineers throughout Asia; to express internationally relevant opinions; and ultimately to promote maritime safety and environmental conservation.</p> <p><b>II Organization of the Forum</b>  1The Organizer shall convene and manage <u>a Forum</u> at least once a year.  2The Organizer shall call on a coordinator of <u>the Forum</u>.  3The Organizer is responsible for selecting <u>Forum</u> themes from significant international maritime technical regulations and related international standards. Each theme will be discussed by all participants after experts' presentation addressing controversial points</p>	<p style="text-align: right;"><b>Resolution 2(1)</b> <b>13<sup>th</sup> Nov, 2008</b></p> <p style="text-align: center;"><b>Establishment of ASEF</b>  <b>(ASEF: Asian Shipbuilding Experts' Forum for International Maritime Technical Initiative)</b></p> <p><b>I Purpose of ASEF</b>  <b>The ASEF</b> is intended to allow participants to establish clear channels of communication and to engage in dialogue concerning common matters related to international technical regulations and international standards, which can significantly affect shipbuilding industries. The <b>ASEF</b> is also intended to enhance mutual understanding among shipbuilding engineers throughout Asia; to express internationally relevant opinions; and ultimately to promote maritime safety and environmental conservation.</p> <p><b>II Organization of ASEF</b>  1The Organizer shall convene and manage <b>an ASEF</b> at least once a year.  2The Organizer shall call on a coordinator of <b>ASEF</b>.  3The Organizer is responsible for selecting <b>ASEF</b> themes from significant international maritime technical regulations and related international standards. Each theme will be discussed by all participants after experts' presentation addressing controversial points</p>

## Existing Resolution 1(1)

- 4 While there is no mandate to reach agreement on the themes to be discussed, the Organizer will compile the summary of the discussion.
- 5 At an event of each year's Forum meeting, attendees will determine the organization to serve as the Forum Organizer for the subsequent year. Although the term of responsibility is one year, re-election will be permitted.

### III Forum Participants

Full membership will be granted to technical engineers and/or representatives of organizations involved in shipbuilding industries in Asia(shipbuilding, ship repairing and ship machinery manufacturing) and relevant R&D institutions. Governmental organizations and societies related to ships and ship classification may attend the Forum as observers.

### IV Budget issues, including payment of expenses

Operating expenses for each Forum shall be the responsibility of the Organizer. Costs incurred for participation in Forum meetings shall be paid by each participant.

### V Future challenges

The Forum will explore the possibility of establishing an NGO with IMO- Consultative status.

## Amendment (Draft)

- 4 While there is no mandate to reach agreement on the themes to be discussed, the Organizer will compile the summary of the discussion.
- 5 At an event of each year's **ASEF** meeting, attendees will determine the organization to serve as the **ASEF** Organizer for the subsequent year. Although the term of responsibility is one year, re-election will be permitted.

**6 The Secretariat of ASEF shall be established in Japan Ship Technology Research Association (JSTRA). The Secretariat of ASEF shall fully cooperate with the Organizer and shall plan for the future ASEF to submit proposals for Participants in ASEF etc.**

[ Refer to the following slides]

### III **Membership of ASEF**

Full membership **shall** be granted to technical engineers and/or representatives of organizations involved in shipbuilding industries in Asia (shipbuilding, ship repairing and ship machinery manufacturing) and relevant R&D institutions. Governmental organizations and societies related to ships and ship classification may attend the **ASEF** as observer.

### IV **Budget issues, including payment of expenses**

Operating expenses for each **ASEF** shall be the responsibility of the Organizer. Costs incurred for participation in **ASEF** shall be paid by each participant.

### V **Future challenges**

**ASEF** will explore the **establishment of** NGO with IMO-Consultative status.

[ Refer to the following slides]

# -1. Necessity of the standing Secretariat of ASEF

## (1) Support for continuation of ASEF

### a) *Renewal of the member list of ASEF*

- There are 220 addressees including Associations and Institutes.

# I-1. (1) a)

## [ Renewal of the member list of ASEF]

### A part of the addressee

	Country	Name		Position	Belong to
1	Japan	Masamoto Tazaki	Organization	Chairman	The Shipbuilders' Association of Japan (SAJ)
2		Hiroshi Ishiwatari			The Cooperative Association of Japan Shipbuilders (CAJS)
3		Zenshichi Akasaka			Japanese Marine Equipment Association(JSMEA)
5		Kimio Kiriake	Companies	General Manager	The Cooperative Association of Japan Shipbuilders (CAJS)
6		Yoshiro Iwai		Managing Director	
9		Masakatsu Kato		Deputy General	
10		Takayuki		Chairman	Japan Ship Technology Research Association (JSTRA)
11		Naoteru Tsuda		President	
12		Takao Shinohara		Executive Managing Director	
13		* Tsuyoshi Yahagi		Managing Director	
22		Satoshi Inoshita			
23		Hiroshi(Dave)		Senior Manager	IHI Marine United Inc.
24		Muneharu Toyota		Technical Executive	
25		Takayuki Sasaki		General Manager	Imabari Shipbuilding Co., Ltd
26		Shinichi Urano			
27		Takaaki kiyosue		Assistant Manager	Kawasaki Shipbuilding Corporation
28		O kitamura		Manager	Mitsubishi Heavy Industries, LTD.
29		Masahiro Kuwajima		Section Chief	Mitsui Engineering & Shipbuilding Co., LTD.
30		Osamu Niho		General Manager	
31		Hideo Obata			Namura Shipbuilding Co., LTD.
32		Kazutaka Murayama		Chief of Sub-Section	
33		Junichi Man (Dr.Eng)		Manager	Oshima Shipbuilding Co., LTD
34		* Takanobu Murakami		Manager	
35		Saburo Kawachi		Principal Engineer	Shin Kurushima Dock Yared Co. , LTD.
36		Masao Takekawa		Director	
37		Minoru Ohki			Sumitomo Heavy Industries Marine&Engineering Co.,Ltd

# -1. Necessity of the standing Secretariat of ASEF

## (1) Support for continuation of ASEF

### a) *Renewal of the member list of ASEF*

- There are 220 addressees including Associations and Institutes.

### b) *Recommendation of the themes for discussion to ASEF Organizer*

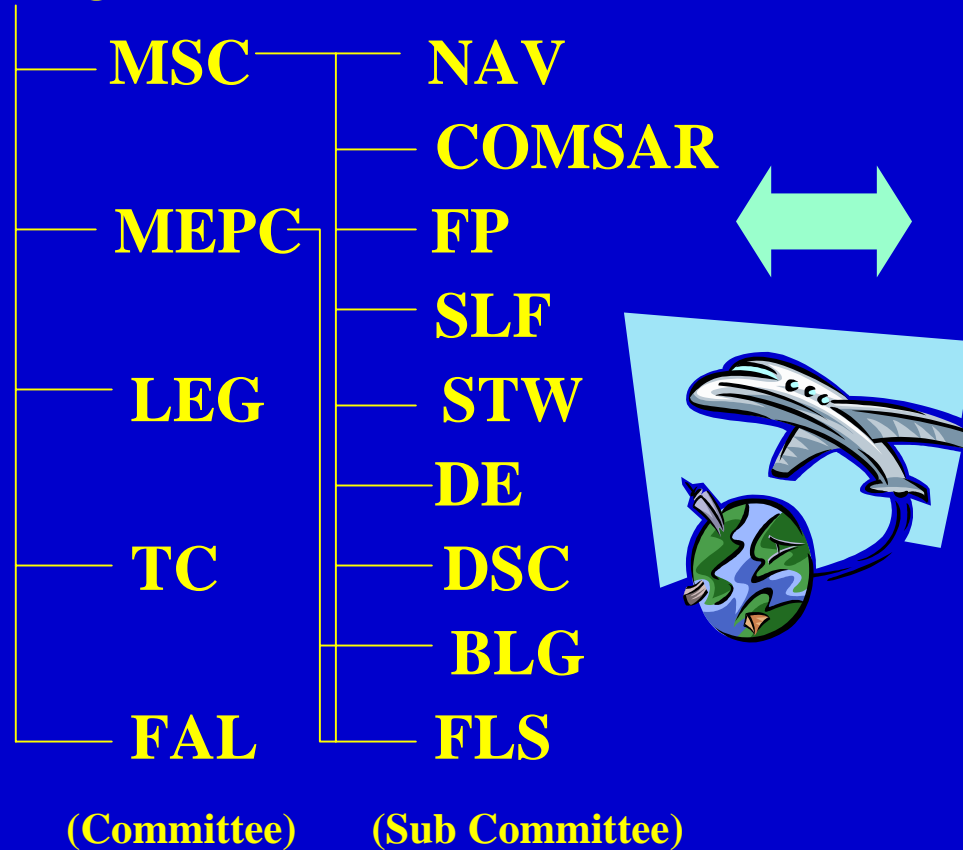
- JSTRA participates in a lot of meetings including every IMO/MSC & MEPC and almost all of their sub-committees.
- JSTRA also ordinarily follows the important issues on Maritime regulations for Asian Shipbuilding industries and pursues the research & development on them with amount of budget.

## I -1. (1) b)

[follow the important issues on Maritime regulations ]

Participation in Every IMO/MSC · MEPC and Sub Committees

### IMO





# -1. Necessity of the standing Secretariat of ASEF

## (1)Support for continuation of ASEF

### ***a) Renewal of the member list of ASEF***

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### ***c) Organization to support ASEF Organizer and Members***

- JSTRA has already set up a system for supporting ASEF.

-1. (1) c)

[System in JSTRA for supporting ASEF]

### Secretariat for supporting ASEF

President



Managing Director

Senior Researcher



Yasushi Kajitsuka

kajitsuka@jstra.jp

(International Strategies Team Leader)

Y. Tominaga

K. Hasegawa

IMO  
Group



ISO/JIS  
Group



# I -1. Necessity of the standing Secretariat of ASEF

## (2) Visit to Asian countries in order to reinforce the cooperation in ASEF

- a) JSTRA visits Asian countries in turn to ask them to participate actively in ASEF and discuss on the importance of the cooperation among Asian shipbuilding industries concerning international regulations and standards.
- b) JSTRA has visited twelve(12) countries so far;  
Bangladesh, Cambodia, China, India, Indonesia,  
Korea, Malaysia, Myanmar, Philippines, Singapore,  
Thailand, Vietnam

# I -1.(2) Visit to the Asian Countries



# I -1. Necessity of the standing Secretariat of ASEF

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- b) JSTRA has visited twelve(12) countries so far;  
Bangladesh, Cambodia, China, India, Indonesia, Korea, Malaysia, Myanmar, Philippines, Singapore, Thailand, Vietnam
- c) JSTRA will visit these 12 countries in turn again to follow their advices and requests. JSTRA, of course, is always available for the requests of Asian countries  
(kajitsuka@jstra.jp)

# I -1. Necessity of the standing Secretariat of ASEF

## (3) Follow-up of each ASEF

- a) Complete the Report of each ASEF and upload it to the URL(Uniform Resource Locator) of ASEF Organizer and JSTRA
- b) Summarize the resolutions and consensus on discussion at ASEF, then circulate the summery to all members for approval.

**If possible, we should ask our governments to submit joint proposals in line with the summery**

- c) Send questionnaires to all members if needed, then circulate their results after collection.



## I -2. Preparation for the NGO in IMO

### (1) Thoughts on the NGO for Asian shipbuilding industries

- a) Taking into account the result of Questionnaire (attached reference) circulated by JSTRA after the 1<sup>st</sup> ASEF, and the opinions of countries which JSTRA has already visited, we could be sure that the Asian shipbuilding industries agree with the establishment of NGO to obtain an observer status in IMO for the future.
- b) As to establish the NGO, we have to discuss some issues such as below.
  - (i) Form of the NGO's Organization including funds, budget, board of director, official name etc.
  - (ii) Requirement for full membership

*JSTRA would like to submit its proposal on the above at the next ASEF in consulting with main shipbuilding countries.*

**(attached reference)**

**Q4. Please tell us your thoughts on how we could achieve the best way to be able to establish an NGO with IMO-Consultative status, with respect to 'Road Map' to our goal, which will be discussed at the next Forum.**

**(General)**

1) We salute the JSTRA for spearheading the forum with the end in mind of elevating it to an NGO-observer status in IMO in the years to come

**(Organization)**

- 1) Delegate of Asian countries should try to persuade secretariat. Try to make forum more important, sometimes to invite important persons of IMO.
- 2) Case study of other NGO for registration of IMO/NGO including consultation with other NGO e.g. CESA.
- 3) The consensus among shipbuilders is required before the establishment of an NGO, and the relationships among ASEF, CESS and Tripartite meeting must be clarified.
- 4) It would be one of the solution to have a common Goal jointly within ASEF stakeholders through clarifying the relation between ASEF and the other Organizations (CESA, CESS, Tripartite Meeting) and also clarifying the time-table to acquire the IMO Observer
- 5) Set-up a kind of permanent organization is necessary. Organizer should be acting organization consistently for assigned period not only for executing Forum
- 6) The subject is how ASEF could build up a persistent system and who would be a main constituent to be able to acquire the NGO status at IMO
- 7) It would be important to make up a new recognized organization in Asian community
- 8) We have to consider funding for management of the NGO including personnel and center office of the NGO.

**(Membership)**

- 1) From the Forum Name and the view point of targeting to acquire the Observer Status in IMO, full membership should be limited to the Shipbuilding Organization only (if there is no organization, the shipbuilding and repair companies would be appropriate) and other individuals • other organizations • other Agencies should be specified clearly as 'Engineering Observer' ( free for submission of the comments, but no right for voting), in a view point to exclude the control from outside such as European-American route / Ship-owners route / Class route, for aiming to avoid causing troubles later
- 2) a. Participation of all governments b. Organization with its objectives c. Sections consisting of (1) Maritime department and Shipyards (2) Industries and manufacturing companies (3) Weather bureaus (4) Port and Harbour department (5) Universities and I
- 3) To seek any corporation from individual Government of representatives
- 4) NGO should have representation from all members
- 5) At first, to arrange for a presentation by ASEF at IMO forum in order to convince the IMO community as to how important is the role of ASEF in examining/reviewing the feasibility /practicality of implementation of the regulations promulgated by IMO for New Construction of ships. Also the status of CESA can be cited as an example in this context. Understandably, CESA has representation in IMO and it is obvious that ASEF is actually much more important compared to CESA in view of the large difference in the volume of New construction in Asia and in Europe. So, apparently, there is no reason as to why IMO will not grant a NGO status to ASEF with IMO-Consultative
- 6) Get more participation from the major shipbuilders from Japan, Korea and China to make our voice loud

**(Awareness)**

- 1) taking each country government's admittance for establishing the NGO
- 2) We hope JSTRA to write IMO on-behalf of the ASEF Forum members informing them of the proceedings and resolutions that were agreed in the First ASEF meeting in Japan. In said letter is an unsolicited offer to IMO for ASEF to serve as a third party obse
- 3) Discussion on whether ASEF can have a common Standard for measuring the level of contribution to the IMO jointly would be inevitable from now
- 4) As the first stage of ASEF, it is necessary for Japan-China-Korea as the big shipbuilding countries in the Far East to create a well organized atmosphere, for that purpose, it should be a starting point through positive exchange of opinions between Japan
- 5) To hold the ASEF regularly and Public Awareness to the Press such as 'Lloyds List' is necessary
- 6) As its' first stage whether the time/atmosphere for ASEF will be increase or not is important, it would be expected to proceed together with the secretariats in each countries through continuing the Forum



# I-2. Preparation for the NGO in IMO

## (2) Research on the Necessary condition for NGO

a) We have to basically conform to the Rules and Guidelines as below to be approved as a consultative NGO in IMO.

(i) Rules Governing Relationship with Non-governmental International Organizations (Resolution A.903(22) )

(ii) Guidelines for The Granting of Consultative Status (ditto)



[Condition to be granted]

(a) Whether the purpose of NGO is directly related to the purpose of IMO?

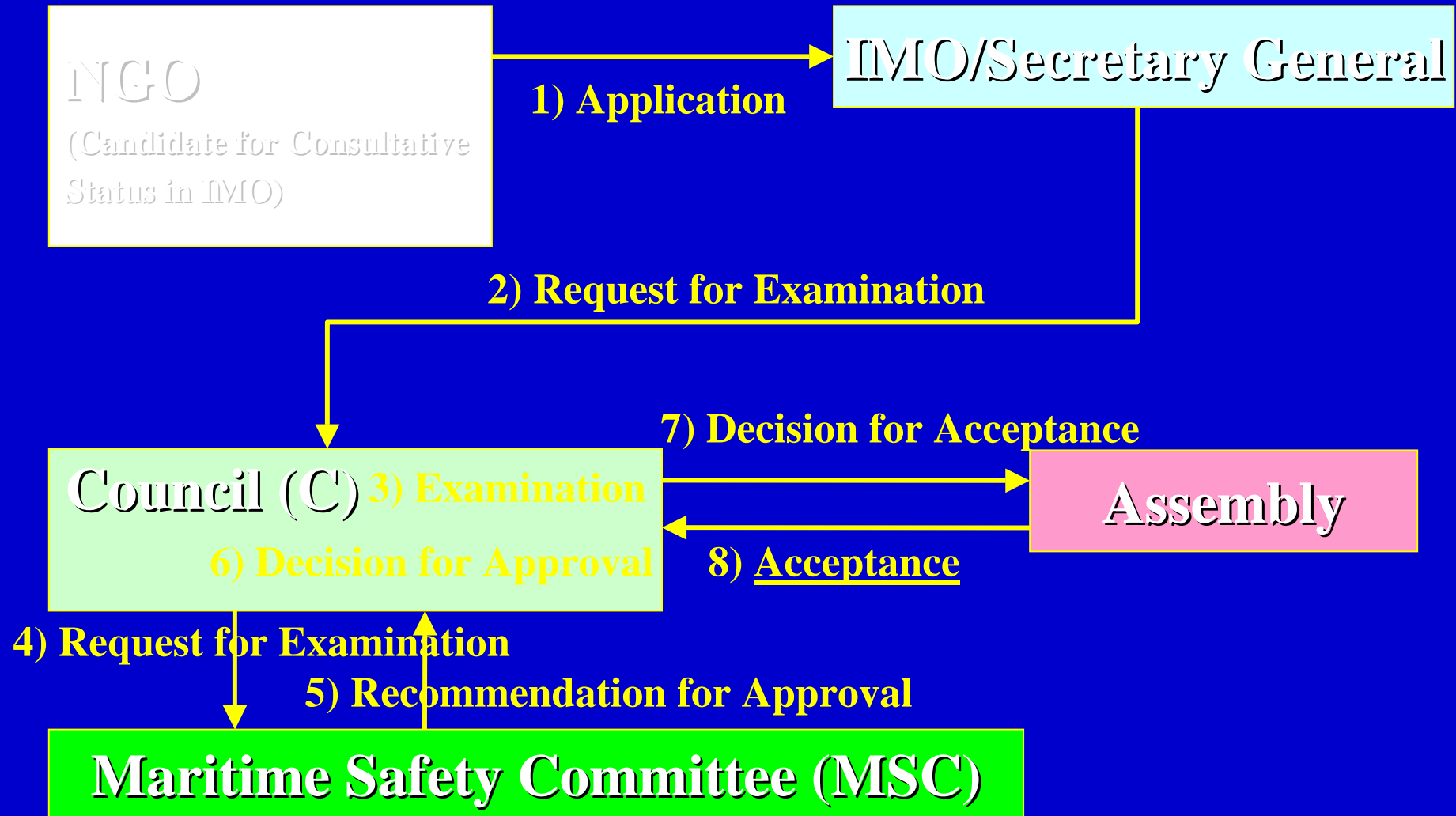
(b) Whether the grant of Consultative status to NGO leads duplication or conflict?

(c) Whether the NGO is truly international and is active and effective? ---etc.

b) IMO(Assembly/Council) has accepted 5 NGOs from 12 NGOs' applications and removed 3 NGOs (IUCN, LASA, SPREP) from 2005 to 2008. There are now 68 NGOs in IMO

## [Reference]

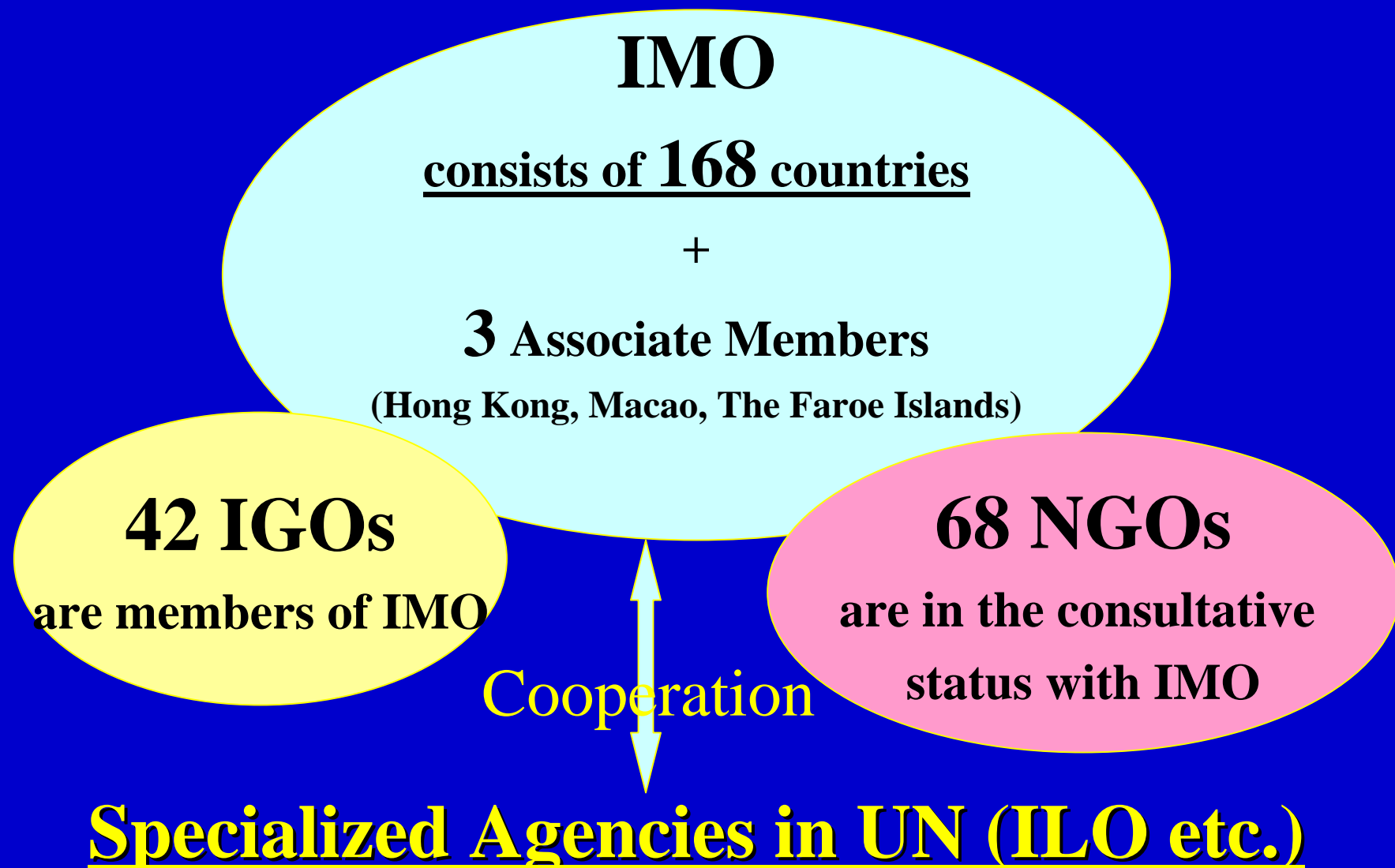
### Procedure for Grant of Consultative Status to NGO



It will take 2 years from 1) (Application) to 8) (Acceptance) in the shortest term

## II Information on NGOs in IMO

### II-1. Present situation of NGOs in IMO

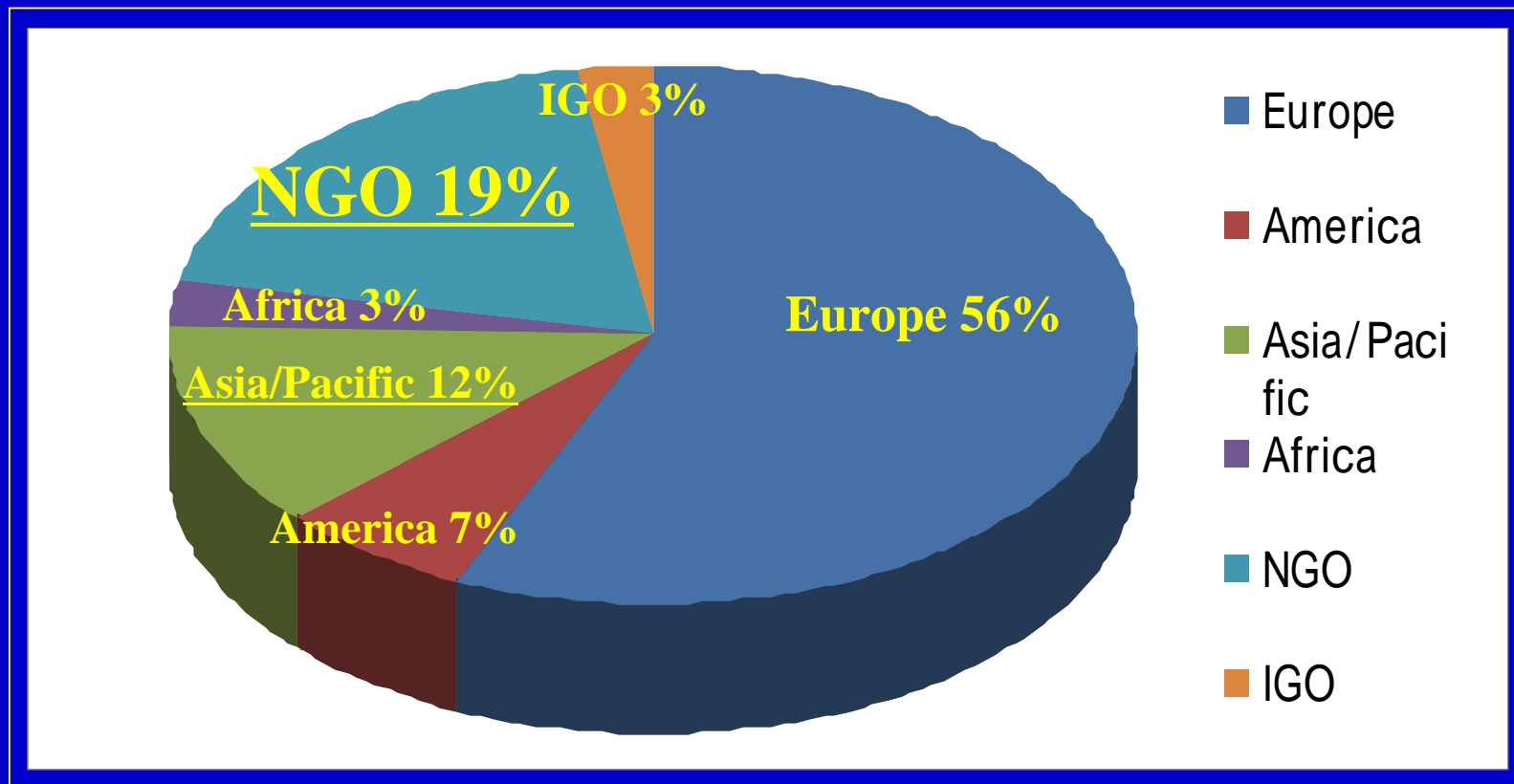


## II Information on NGOs in IMO

### II-2. Number of proposals submitted by NGOs

. **With Regions** (The total is for MSC82,83,84/ MEPC55,56,57)

Europe	America	Asia/Pacific	Africa	NGO	IGO	TOTAL
688	81	152	31	234	31	1217
56 %	7 %	12 %	3 %	19 %	3 %	(Total 100 %)

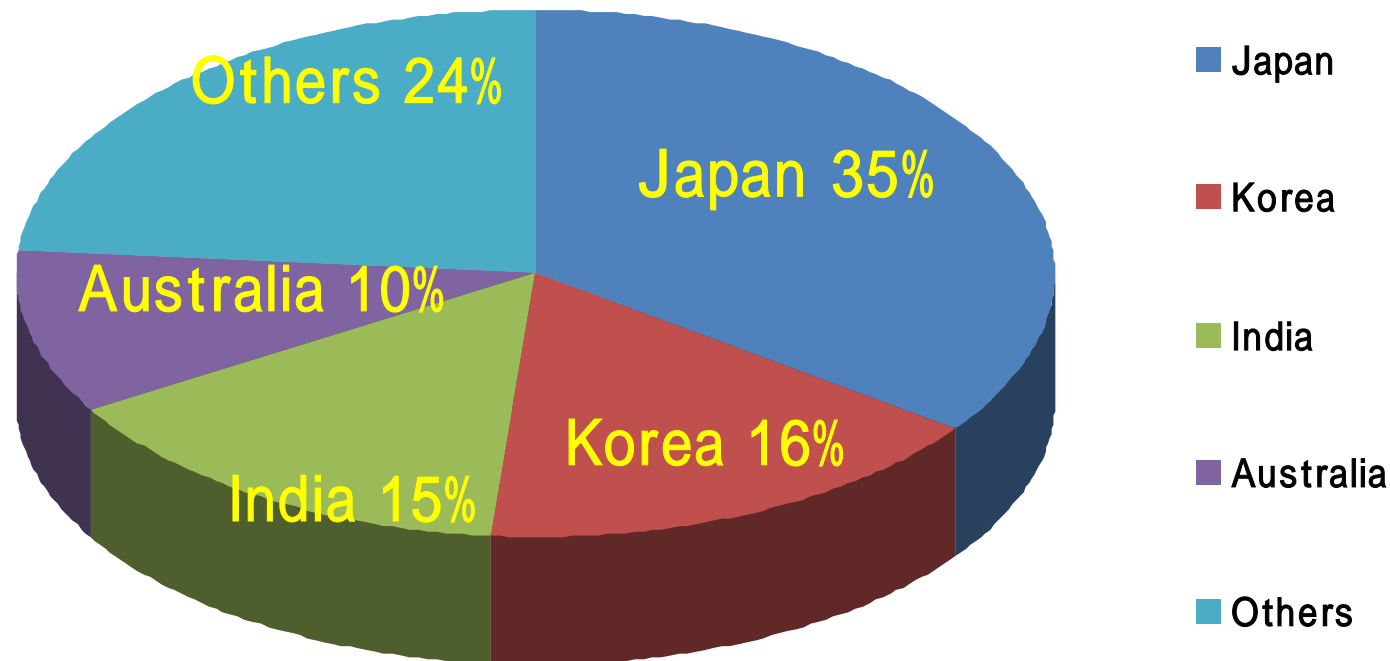


## II Information on NGOs in IMO

### II-2. Number of proposals submitted by NGOs

**II. Asia/Pacific Regions** (The total is for MSC82,83,84/ MEPC55,56,57)

Japan	Korea	India	Australia	Others	TOTAL
53	25	23	15	36	152
35%	16%	15%	10%	24%	(Total 100%)

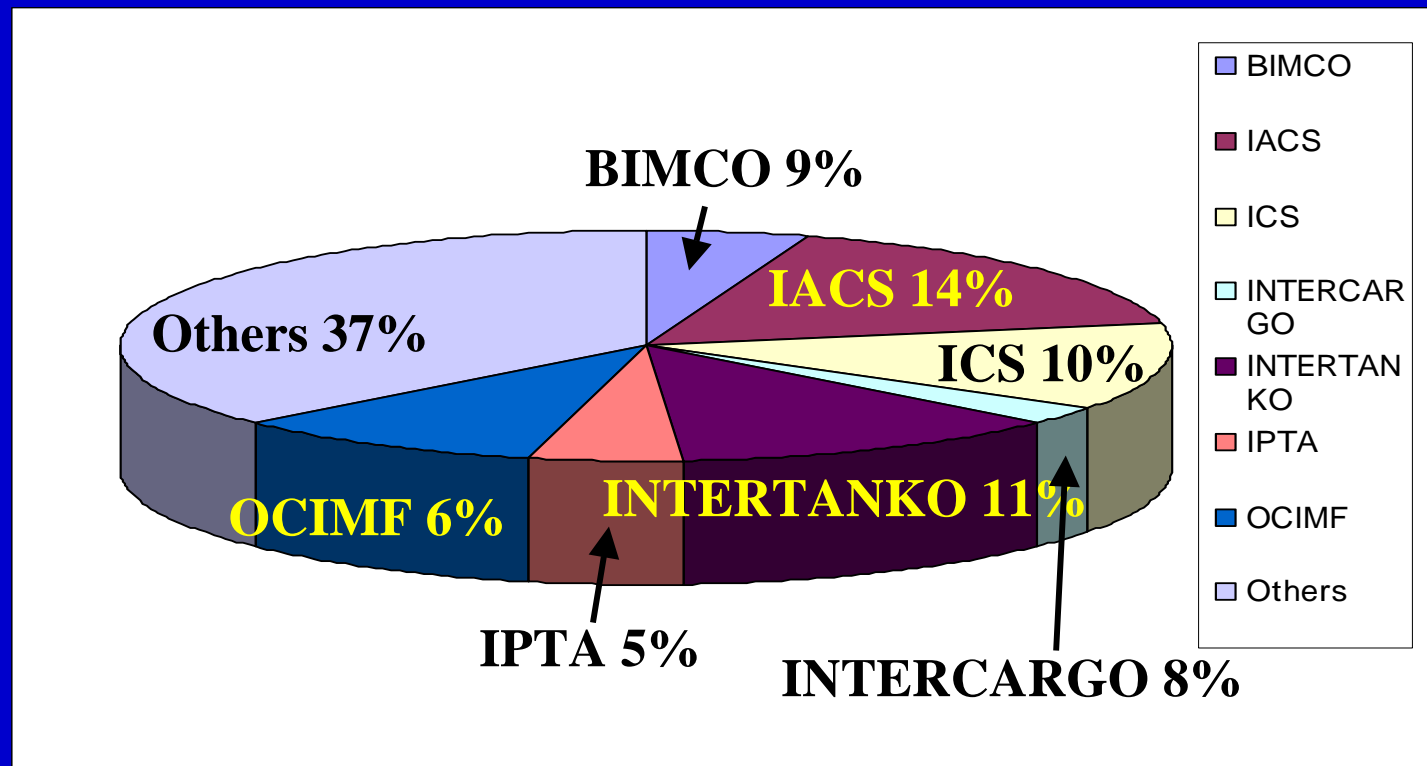


## II Information on NGOs in IMO

### II-2. Number of proposals submitted by NGOs

III. With NGOs (The total is for MSC82,83,84/ MEPC55,56,57)

BIMCO	IACS	ICS	INTERCARGO	INTERTANKO	IPTA	OCIMF	Others	Total
20	33	23	18	26	12	15	87	234
9%	14%	10%	8%	11%	5%	6%	37%	100%



## II Information on NGOs in IMO

### II-3. Merits of taking NGO in IMO

In accordance with the Rule 6 of [Rules Governing Relationship with Non-governmental International Organizations (Resolution A.903(22) )], Merits are,

- 1) To receive the provisional agenda for sessions of the Assembly, the Council and every Committee and Sub Committee.
- 2) To submit written statements on items of the agenda of the Assembly, etc.
- 3) To be represented by an observer at plenary meetings of the Assembly, etc.
- 4) To receive the texts of resolutions adopted by the Assembly, etc.

## In addition

- 5) We can get the ability to negotiate directly with IMO members including NGOs as an attitude of the total Asian Shipbuilding Industries from the point of views of the proactive contribution to IMO for the safety and marine environment protection at sea.
- 6) Accordingly, we, Asian Shipbuilding Industries can get the honorable status for the sound industry in the world and sustainable development for the future.

**Thank you very much !!**

