Maritime Transport Safety
Policies, Planning and Challenges

Republic of the Union of Myanmar

Seminars on Improving Maritime Transport Safety and Development of Port Infrastructure

Bangkok, 19-21 December 2016
Contents

• Introduction to Myanmar
• Department of Marine Administration
• Policies
• Maritime Transport Statistics
• Challenges
• Future Plan
General Information

Population: 51.49 millions (2014 censuses)

Total land boundaries 5,876 km
- China 2,185 km
- Lao 235 km
- Thailand 1,800 km
- Bangladesh 193 km
- India 1,463 km

Official language is Myanmar
Minority ethnic groups have their own languages
General Information

- **Location**
  Situated in South East Asia between latitude 9°32’ and 28°31’ N and longitude 92°10’ and 101°11’ E
- **Total land area** 676,557 km²
- **Total Land boundaries** 5,876 km
- **Total length**
  - South to North 2,090 km
  - East to West 936 km
- **Total length of coastline** 2,228 km
- **Continental shelf** 228,000 km²
- **Territorial sea** 486,000 km² (EEZ)

About 37% of the population lives in coastal areas.
Ministry of Transport and Communications (MOTC)

**Enterprises**
- Myanmar National Airways (MNA)
- Myanmar Port Authority (MPA)
- Myanmar Shipyard (MS)
- Inland Water Transport (IWT)
- Myanmar Railways (MR)
- Road Transport (RT)
- Myanmar Posts and Telecommunications (MPT)
- Myanmar Post (MP)

**Departments**
- Department of Civil Aviation (DCA)
- Department of Marine Administration (DMA)
- Directorate of Water Resources and Improvement of River System (DWIR)
- Department of Meteorology and Hydrology (DMH)
- Road Transport Administration Department (RTAD)
- Post and Telecommunication Department (PTD)
- Information Technology and Cyber Security Department (ITCSD)

**Institutions**
- Myanmar Maritime University (MMU)
- Myanmar Mercantile Marine College (MMMC)
- Central Institute of Transport and Communication (CITC)
Vision

To stand at International high Standard for Safety, Security and Non-Marine Pollution in Myanmar Maritime Transport
Policies

• The purposes of maritime policy: -
  ➢ To conform national ships standards, safe practices and standard of competence required of its marine personnel.
  ➢ To promote development of human resources, manpower planning and optimum utilization of such man-power in the Maritime sector.
  ➢ To improve the safety record of Myanmar registered vessels.
  ➢ To improve specific obligation to save lives in distress at sea and protection of marine environment
International & National Obligations

• Myanmar is a State party to numbers of International Treaties.
• The Inland Vessels Law, 2015
• Myanmar Coastal and Inland Water Transport Service License Law, 2015
• Myanmar Merchant Shipping Act, 1923
Functions of DMA

1. Maritime legislation in Myanmar.
3. Focal Department for International Maritime Affairs
4. Conducting the Maritime Education & Training on behalf of the MOTC
5. Evaluation, Certification and Verification for COC, COP.
6. Ship Survey and Registration.
7. Marine Incident / Accident Investigation, Arbitration and Report to the Governmental bodies.
8. Conducting Maritime Safety and Environmental Protection in Myanmar.
Functions of DMA

10. Conducting Port State, Flag State and Coastal State in Myanmar.
11. Focal Department for Coast Guard Agency.
13. Controlling Myanmar Seafarer Recruitment and placement Services Companies
14. Myanmar Seafarer Registration
## Registered Vessels

### Foreign Going

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### Coastal

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<td>16</td>
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### Inland Water

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<td>882</td>
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<td>2263</td>
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<td>1493</td>
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<td>41941</td>
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# Record of Maritime Accidents

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<th>Grounding</th>
<th>Over Load</th>
<th>Stability</th>
<th>Flooding</th>
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Total: 92
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<th>Grounding</th>
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<th>Stability</th>
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<th>Other</th>
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<td>3</td>
<td>19</td>
<td>9</td>
<td>1</td>
<td>10</td>
<td>15</td>
<td>25</td>
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<td>92</td>
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<tr>
<td><strong>Percentage</strong></td>
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<td>3%</td>
<td>21%</td>
<td>10%</td>
<td>1%</td>
<td>11%</td>
<td>16%</td>
<td>27%</td>
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<td>100%</td>
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Challenges

• Legislation
• Lack of Law enforcement
• Maritime Accident Investigation (not for safety but for punishment)
• Manpower & Resources
• Safety culture and awareness
• Level of Safety Standard
• Economical pressure (Financial pressure)
• Recklessness & behavior (operators & Public)
Challenges

• Safety culture and awareness
• Level of Safety Standard
• Economical pressure (Financial pressure)
• Recklessness & behavior (operators & Public)
Too many priorities

• While the pace, breadth, and ambition of the Myanmar government is admirable, it is trying to achieve too much too fast (e.g., the Union Attorney General’s office is in the midst of reviewing, drafting or reforming 400 pieces of legislation)

Source: Myanmar Rule of Law Assessment, 2013
Limited capacity

- There is a serious lack of legal capacity in the different government branches, among the political opposition, and in civil society; in addition, the capacity that is available is primarily in government

Source: Myanmar Rule of Law Assessment, 2013
Cultural shift required

- Historically, the people of Myanmar have seen the law and law enforcement as the enemy.
- Reforms need to demonstrate to the people that the law will protect and not threaten them, and incorporate a gender perspective into these issues.

Source: Myanmar Rule of Law Assessment, 2013
Passenger Ship Sank on 15 October 2016

Dead  73
Saved 159
Total 232

Max no. of Passenger allowed  86
Challenges

- Lack of Law enforcement
- Economical pressure
- Safety awareness and
- Consistency of Legislations (Union Government and Local Government)
- Budget
Future Plan

• Address to –
  – Union and Local laws to be extensively review and to be amended
  – Rule and Regulations to be follow up to new laws
  – Marine Police Force has to operate actively
  – Training ensure to be conducted for human resource development in ship building sector of Inland Water Transport.
  – Initiative for implementation of SMS in Passenger Ships.
  – Organization of Ship Owner Association to actively participate in development of River Transport.
Thank You