Augmenting Tsunami Monitoring - What are the co-benefits for the Maritime Sector?

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International Maritime Organization (IMO) - Overview -
IMO – the International Maritime Organization

IMO is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships.
IMO – Structure

Assembly
- 174 Member Governments

Council
- 40 Member Governments

Maritime Safety

Technical Cooperation

Facilitation

Legal

Marine Environment Protection

SHIP DESIGN AND CONSTRUCTION (SDC)

SHIP SYSTEMS AND EQUIPMENT (SSE)

HUMAN ELEMENT, TRAINING AND WATCHKEEPING (HTW)

NAVIGATION, COMMUNICATION AND SEARCH AND RESCUE (NCSR)

CARRIAGE OF CARGOES AND CONTAINERS (CCC)

IMPLEMENTATION OF IMO INSTRUMENTS (III)

POLLUTION PREVENTION AND RESPONSE (PPR)
Impetus for Action

Safety

- Titanic catastrophe led to international safety regulations

Environment

- Torrey Canyon grounding led to MARPOL Convention

Security

- Hijacked aircrafts 11 September 2001
Is it just about ships?

Safety of navigation, radiocommunications and search and rescue
- Ships routeing systems and ship reporting
- Maritime radiocommunications
- Regulations for preventing collisions at sea
- Search and rescue of persons in distress at sea
- Electronic exchange of information

Maritime security
- Ship and port facility security
- Piracy and armed robbery

Protection of the marine environment
- Oil Spills and response
- Ballast Water management
- Chemical pollution

Training of personnel
Previous developments in IMO

Chapter IV – Radiocommunications

Chapter V - Safety of navigation

COMSAR 9 – 2005
Discussions as a result of the tsunami disaster in the Indian Ocean on 26 December 2004.

Mainly related to promulgation of information and emergency preparedness and response.

COMSAR/Circ.36 on Broadcast of warnings for tsunami and other natural disasters

Amendments to resolution A.706(17) on World-Wide Navigational Warning Service.
Previous developments in IMO

The COMSAR Sub-Committee recognized that:

.1 A tsunami poses a significant risk only to those ships in shallow waters and in port areas. Ships on deep sea passage were not usually affected by a tsunami, or even aware of its passing;

.2 Ships in port are not required to maintain watch on GMDSS communications equipment, consequently a separate system for promulgating warning messages needs to be established within each port; and

.3 tsunami warnings need to be sent to those ships most at risk in a rapid manner.
New opportunities

Review of the GMDSS

E-navigation related developments

New ship reporting systems (e.g. LRIT)
International Maritime Organization

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