

## **Draft speech for Mr Fujiwara on 10 May**

### **Introduction**

1. Good afternoon Ladies and Gentlemen. Before I commence my speech on 'Maritime Security Measures for non-SOLAS Ships', I would like to express my thanks, on behalf of the Ministry of Land, Infrastructure and Transport of JAPAN as co-sponsors, to the people who have assisted and supported this seminar.
2. Firstly, I am deeply grateful to Mr. Mitropoulos the Secretary-General of the IMO and to the staff of the organisation, for their kind assistance in preparing for this seminar, and I would also like to thank everyone here today for their participation as either keynote speakers or panellists. I would also like to express my appreciation to the Maritime and Port Authority of Singapore for being co-sponsor of this seminar, and, finally, I would like to thank Japan International Transport Institute, for giving me the opportunity to address the seminar as a keynote speaker.
3. As you all know, almost a year has passed since SOLAS XI-2 and the ISPS code came into force and a new maritime security regime was introduced on 1 July last year. The introduction of the ISPS Code made people aware of the importance of ensuring maritime security, and many people all over the world in both governments and non-governmental organisations and industries, are now working to this end. In the IMO, the agenda of maritime security has become as important as other agenda

items of safety or environment, and I think it is timely and meaningful to review all issues related to maritime security in order to ensure that measures taken so far are sufficient.

- 4 I therefore greatly appreciate the fact that Japan International Transport Institute has selected and focussed on the theme 'Maritime Security Measures for non-SOLAS Ships' and also carried out studies on this theme last year.

### **SOLAS ships and Non-SOLAS ships**

- 5 As you all know. SOLAS XI-2 and the ISPS Code were adopted in December 2002 and these instruments became effective on 1 July 2004. As indicated on this figure, passenger ships and cargo ships of 500 GT and upward, engaged on international voyages, I call this "SOLAS ships", as well as ports used by those ships, were required to ensure their own security in accordance with security plans approved by governments. Also, port states were enabled to control entry of ships in accordance with the regulations of the Convention.
- 6 At this seminar, I think we are expected to discuss the security issues of ships to which the new regime is not applied.
- 7 The first and essential question on the beginning of the discussion which should be clarified is "Is there any differences between ships covered by the new regime and ships not covered by the regime from the viewpoint of potential danger of terrorist attack?"

- 8 I think the answer of the question is “No”. The slide shows the actual incident of terrorism and I think we have to recognize non-SOLAS ships have risks of threat of terrorism.
- 9 Here, I would like to refer to the essential differences between the issues of security and the other issues such as safety or environment which have been dealt with in the IMO up to now. The measures for safety and environment are regulating ships themselves including the operation and construction, with taking into account of a certain phenomenon and geographic condition, therefore we can assess the effect of the measures on safety or environment within one isolated ship.
- 10 On the other hand, the measures against the terrorism should be regarded as the fight with external forces or terrorists, and we should recognize relativity in of action and reaction caused by strategy against terrorism, for example If we make a strategy of countermeasures against terrorism it may influence on another activities of terrorism, for example changing the target.
- 11 In this context, Resolution 7 adopted at conference in December 2002, that encourages each contracting government to newly disseminate security measures to non-SOLAS ships, is significant as they accomplish the our counter activities or defence line against terrorism.
- 12 When implementing SOLAS XI-2 and ISPS Code last year, we Japan introduced some additional measures to non-SOLAS ships. As you can see in this picture, all foreign ships including non-SOLAS ships which intent to enter Japanese port are required to report their security information to Japanese Coast Guard prior to its entry into ports. As for

non-SOLAS ships, Japan established a voluntary scheme in which authority (government) assesses and certify ship security, and trying to make it widely spread.

13 As you may agree, situation of threats to security is different by country or by sea area, and it may not be a realistic idea to have a single standard for non SOLAS ships at this moment.

14 However, on the other hand, we expect a lively discussion on non-SOLAS ships, regarding whether we could count on that we have enough measures to non-SOLAS ships at the moment or not, how the effort within each individual countries should be, or how we could establish international frame work for cooperation to make the world safer.

15 Today's seminar is the first step in this regard, and, I hope it is useful for future activities on security for you here, and for IMO and for world maritime community.

Thank you for your attention.