

CONTINUATION OF THE WORK OF THE WORKING GROUP ON OBJECTIVES AND METHODS
RESOLUTION C.42(XXI)
adopted on 29 November 1968

INTER-GOVERNMENTAL MARITIME
CONSULTATIVE ORGANIZATION



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THE COUNCIL,

RECALLING the invitation of the Assembly to the Council, as contained in Assembly Resolution A.142(V), to arrange for a review of the Organization's methods of work and the total financial burden falling upon Member States,

FURTHER RECALLING Council Resolution C.41(XX) in which Council, as a first step, established a Working Group with the duty of preparing:

- (a) a draft statement of the present objectives of the Organization in such form as would be suitable as a basis for considering appropriate work methods for the future;
- (b) an inventory of such further objectives which the Organization could usefully fulfil in the field of international maritime transport;

- 2 -

C XXI/Res.42

NOTING the Report of the Working Group, as presented to the Council at its twenty-first session,

DECIDES to accept, as a basis for further planning, the statement contained in Annex I to this Resolution, while bearing in mind the implications of Annex II hereto, and

DIRECTS the Working Group to consider, in the light of the objectives so stated, the suggestions that have been made and others that may be made for the improvement of the Organization's methods; the means by which any improvement in methods may be developed; and to report further at the next regular session of the Council.

ANNEX I

STATEMENT OF THE PRESENT OBJECTIVES OF THE ORGANIZATION AS A BASIS FOR CONSIDERING APPROPRIATE WORK METHODS FOR THE NEAR FUTURE

TO PROVIDE THE MEANS BY WHICH THE GOVERNMENTS OF MEMBER STATES MAY COLLABORATE to the best effect on a continuing basis in formulating those standards and procedures for the governance and improvement of shipping which require international action for their effective implementation, having regard for the pace of technological change, and which concern:

1. the safety of ships and vessels and other equipment operating in the marine environment, including their crews, passengers and others from time to time on board, by:
 - (a) establishing and maintaining rules of the road and traffic separation schemes for the avoidance of collision and grounding;

C XXI/Res.42

- (b) encouraging the provision of suitable aids to navigation, communications and related facilities;
 - (c) determining standards of competence for mariners and of safe shipboard practices and the training curricula required to meet such standards;
 - (d) determining standards of construction and maintenance of hulls and machinery and the provision, operation and maintenance of equipment;
 - (e) the establishment of conditions for the safe carriage of cargoes; and
 - (f) fostering co-operative search and rescue arrangements; such that ships and vessels and their machinery and equipment may be operated efficiently with minimal risk in all credible circumstances of weather and possible failure of personnel and equipment and so that all ships meeting such standards may have access to ports of accepting countries free of unreasonable further restraints in these respects;
2. the effects of the behaviour of ships and vessels and other equipment operating in the marine environment upon other interests, by:
- (a) placing restraints upon the contamination of the sea, land and air or other similar injury by or from ships and vessels and other equipment operating in the marine environment;
 - (b) devising and promulgating methods for the prevention of such contamination or injury;

C XXI/Res.42

- (c) providing for international action for the containment of such contamination or injury as does occur;
- (d) setting up procedures and standards for the equitable distribution of resulting burdens;

such that the operators of shipping and other equipment in the marine environment generally regulate their relations with other interests in a broadly acceptable manner;

- 3. the relations within the shipping industry and of shipping generally with other activities, by:
 - (a) establishing efficient standards, including forms and procedures of documentation, and arranging for the facilitation of the movement of inter-modal units;
 - (b) regulating relationships among ships, vessels and other equipment operating in the marine environment;
 - (c) providing the competence in respect of ships, ships' safety and ships' gear required in any international consideration of standards of efficiency and safety of complementary shore facilities and inter-modal shipment practices and facilities, such as containers;

such that shipping may make a maximum contribution to the efficiency of international commerce;

- 4. public and private international maritime law issues associated with any matter falling within the competence of IMCO.

- 5 -

C XXI/Res.42

5. the encouragement of proficiency within the shipping industry throughout the world, by the execution of programmes of technical assistance.

In carrying out these objectives IMCO collaborates with other members of the United Nations family in related fields and accepts such assistance as may be available from other appropriate international organizations, so that effective results may be obtained with maximum overall efficiency.

ANNEX II

STATEMENT OF THE FURTHER OBJECTIVES OF THE ORGANIZATION

The Working Group was of the opinion that it was both difficult and inadvisable for any Organization to predict at a fixed point of time in its history the full range of its objectives, or the work programmes it intends to undertake. This was especially true in a field that is as dynamic, particularly technologically dynamic, as shipping. It was not possible to anticipate all the areas in which IMCO could make valuable contributions in the future. It seemed clear, however, that in furthering its tasks IMCO can initiate programmes under its present charter that are considerably broader than programmes undertaken to date.

It was the conclusion of the Working Group that the objectives of the Organization should be to deal with problems which have international implications arising from the existence of shipping or from other activity in the marine environment as and when they appear it being understood that it is necessary to avoid duplication of activities. If a new problem fell into

- 6 -

C XXI/Res.42

the sphere of responsibility of both IMCO and another member of the United Nations family, co-operative solutions would have to be found to deal with the question either bilaterally or through existing United Nations machinery as had been done in the past.

A proposed future programme of work might go beyond the boundaries of the IMCO Convention in which case the Organization would have to determine whether it wished to amend the Convention appropriately to allow it to undertake such activity. The Working Group did not believe that such a decision was required at this time.

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